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# Navy News

The Newspaper of the Royal Navy and The Royal Navy Association

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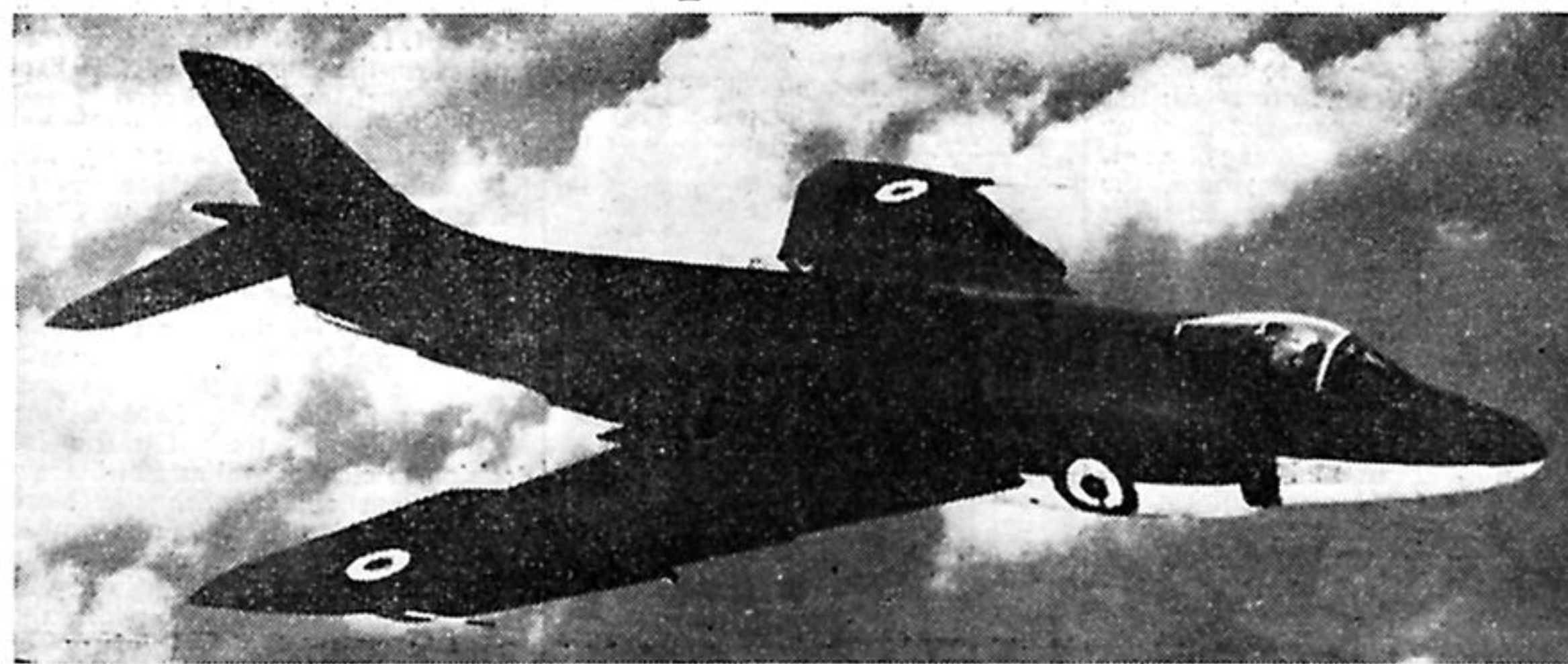
No. 47 APRIL, 1958

Published first Thursday of the month

Price Fourpence

## NAVY'S NEW SUPERSONIC FIGHTER

### Scimitar Squadron Formed



THE ROYAL Navy's new interceptor fighter, the swept-wing Scimitar, is shortly to come into service. It is anticipated that the Scimitar will, in due course, replace the Sea Hawk in carriers. A large single-seater aircraft, it is said to have an exceptional low-level performance and, in shallow dives, is said to be able to penetrate the sound barrier.

The first squadron will be formed at R.N. Air Station, Lossiemouth, in June next and the squadron is expected to embark in the Navy's new carrier, the Victorious, in September next.

A feature of the aeroplane not appreciated by people living near R.N. Air Station, Ford, where the fighter was recently demonstrated, is its terrific noise.

### Fleet Air Arm's Twenty-first Anniversary

A REUNION of the Fleet Air Arm will be held at the Royal Albert Hall on Monday, December 1, 1958, from 7 p.m. to 10 p.m.

The reunion has been proposed for this year, as 1958 marks the 21st anniversary of the formation of an air arm under the Royal Navy.

At this unique gathering, all who have worked in or for the Fleet Air Arm will have an opportunity to renew associations, remembering with pride the achievements of the past and with every confidence in the future.

It is hoped that the reunion, which is unlikely to be repeated for some years, will be attended by anyone who served either in a carrier or Naval airfield.

During the war, some 100,000 men and women were directly concerned with the training and preparation of those whose gallant exploits and shining example were the admiration of the world. Since the war some 50,000 have been similarly privileged to share in its work.

Admiral Sir Denis Boyd, K.C.B., D.S.C., who was the Commanding Officer of H.M.S. Illustrious at the Battle of Taranto, has consented to be chairman of the organising committee of the Fleet Air Arm reunion, which seems assured of widespread interest and support.

#### 50 Years Ago

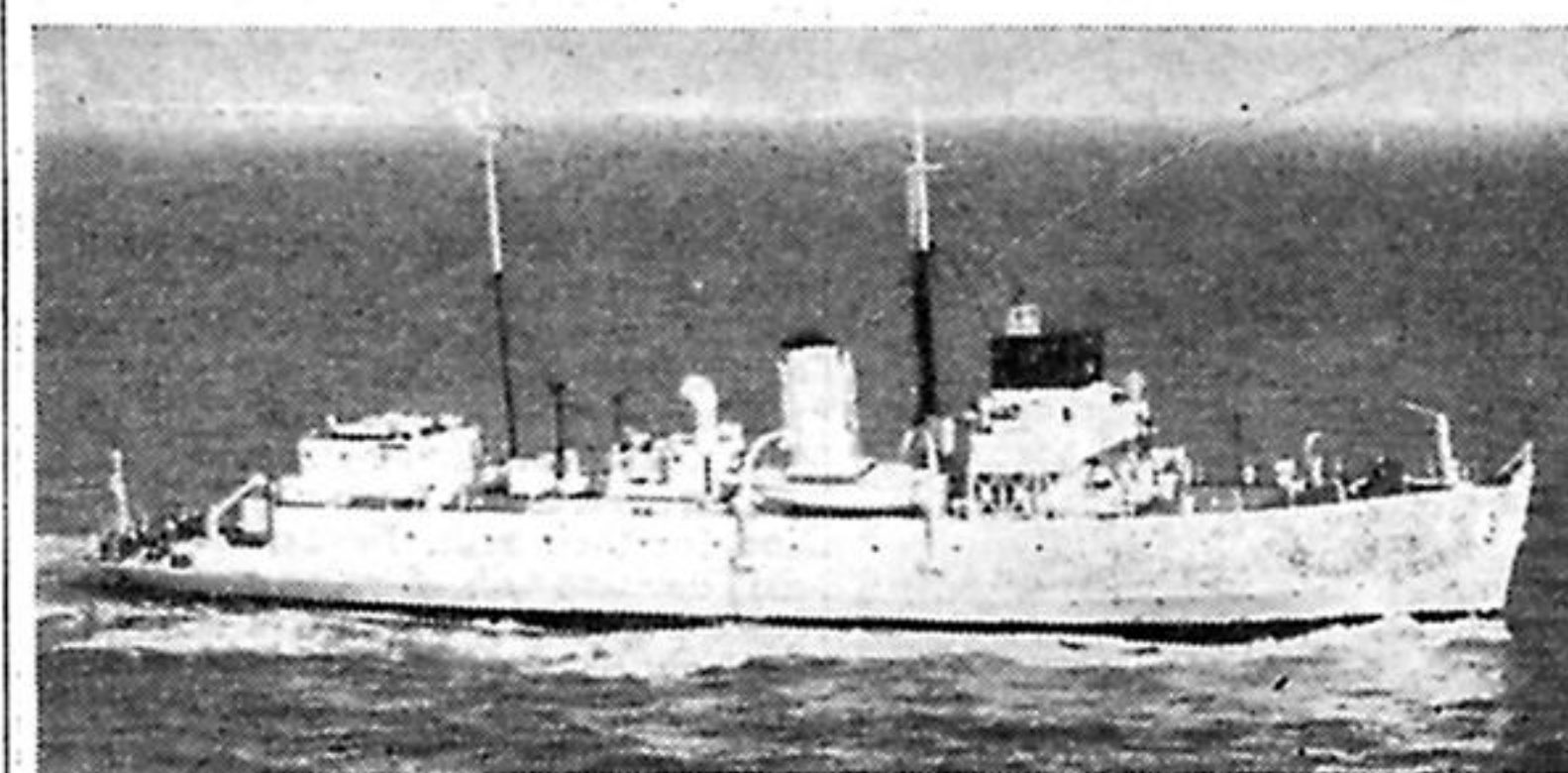
It is noteworthy that it was in 1908—50 years ago—that the Royal Navy first took an active interest in flying. Soon afterwards, in 1912, the Royal Naval Air Service was formed and developed rapidly throughout the First World War. In 1917, the first deck-landing was successfully carried out on the foredeck of the battle cruiser Furious. Just before the cessation of hostilities, the Royal Naval Air Service was amalgamated with the Royal Flying Corps to form the Royal Air Force, and it was not until 1937 that the Royal Navy assumed complete responsibility, once more for its own Air Arm. Coming as this did only a year or so prior to the Second World War, there was little time for consolidation before being fully engaged in fighting the war. Development and rapid expansion were achieved with highly creditable results in very adverse circumstances. The resounding victory at the Battle of Taranto, which crippled the Italian fleet at the critical period in the Mediterranean campaign, was among the many triumphs of the Fleet Air Arm.

The recently issued White Paper on Defence confirms the importance of the future role to be played by the Royal Navy and emphasises the increasing contribution of the Fleet Air Arm towards the fulfilment of that role. It is clear that aircraft from carriers, capable of carrying nuclear weapons, will form a vital part of the striking force of this country for many years to come. As in the last two wars, the enemy submarine remains a paramount threat, and in any anti-submarine struggle, carrier-borne aircraft and helicopters are essential factors in successful defence.

The method of applying for seats at the reunion will be published shortly.

VISIT THE EASTER  
NAVY DAYS AT  
PORTSMOUTH

### TWENTY-ONE YEARS IN COMMISSION



H.M.S. PLOVER, the coastal mine-layer, which was first commissioned in August, 1937, and has never paid off, laid over 10,000 mines during the war years, and in a letter written in November, 1944, their Lordships stated: "... the method in which these operations were successfully completed ... reflects greatly on all concerned." "... the work of the

ship has been marked throughout by its persistent accuracy and freedom from breakdown."

It is understood from Lieut.-Cdr. J. G. Wemys, the present Commanding Officer, that the programme to celebrate this long commission has had to be postponed until September 12, 1958. Full details will be given nearer this date.

### THE MAX HORTON PRIZE

THE LATE Admiral Sir Max Horton left a sum of money in his will towards a prize to be awarded after each training class to the officer obtaining the highest marks in the passing out examination.

This prize, which takes the form of an engraved tankard, is particularly appropriately named because Sir Max Horton was probably the greatest submarine officer to be produced by any nation in the history of submarines. He always laid great stress on the high qualities of leadership and technical ability required, above all, by submarine officers and he devoted his Service life to ensuring that this very high standard was maintained. Particularly, he was one of the first to insist on a thorough grounding in technical subjects. By his own shining example in the First World War he proved beyond doubt that maximum efficiency in a submarine crew could only be obtained by everyone knowing their own and everyone else's jobs backwards—the executive officer had to be an engineer and the ship's cook a seaman.

Submarine training at H.M.S. Dolphin has been run on these lines ever since and the officers joining the submarine service now, whatever specialist branch they come from, are inspired by the Max Horton

spirit of leadership, knowledge and co-operation.

Because of this, the submarine service are particularly pleased that he left this legacy to make the prize commemorating his name possible. It is an ever-present incentive for officers joining the service to achieve the best possible results during their training.

### Drafting Forecast

**VOLUNTEERING** Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is taken at least two months ahead, applications to serve in ships due to commission in the next few weeks are unlikely to have any effect.

**SUBMARINE COMMAND**  
H.M.S. Tapir, April, at Chatham, for the 1st S/m. Squadron, Malta.  
H.M.S. Tireless, May, at Chatham, for the 1st S/m. Squadron, Malta.  
(Continued Page 2, Col. 2)

### Eighteen Years As Submarine Coxswain

AT DIVISIONS held in H.M.S. Dolphin on Friday March 14, Rear-Admiral Bertram Taylor, Flag Officer Submarines, presented the B.E.M. to C.P.O. J. W. F. Cooke, The Citation read as follows:

**Chief Petty Officer John William Frederick Cooke, B.E.M., P/J.113126**

AWARDED THE British Empire Medal (Military Division) in the New Year Honours List, 1958, for outstanding zeal and devotion to duty while serving in H.M.S. Artful.

C.P.O. Cooke has given over 32 years' conscientious, loyal and devoted service. For the past 18 years he has been a submarine coxswain and throughout this time, and in H.M.S. Artful in particular, his work has been of a very high calibre. He has the confidence and respect of his superiors and subordinates to whom he has set a splendid example.

### Advancement to the Chief Petty Officer and Chief Artificer Rate

CONFIRMATION HAS been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer.—JX.140845 T. Carter; JX.140588 H. Forster; JX.145762 A. Hancy; JX.160339 M. Sonnen; JX.152087 G. Vosper and JX.151967 J. Wilson.

To Master at Arms.—MX.714516 G. Mutch.

To Chief Engine Room Artificer.—MX.120574 G. Armitt; MX.102415 D. Chappell and MX.70530 L. Jones.

To Chief Engineering Mechanic.—KX.85263 V. Chandler; KX.89721 J. Deluchi; KX.83863 E. Evers; KX.97549 T. Flynn; KX.106798 A. Matson; KX.645661 E. Mechen; KX.94391 B. Moore; KX.893133 E. Russell and KX.97590 N. Thompson.

To Chief Shipwright Artificer.—MX.89885 J. Stuart.

To Chief Painter.—MX.63863 P. Glead.

To Chief Joiner.—MX.717809 H. McDowell.

To Chief Blacksmith.—MX.61819 J. Warden.

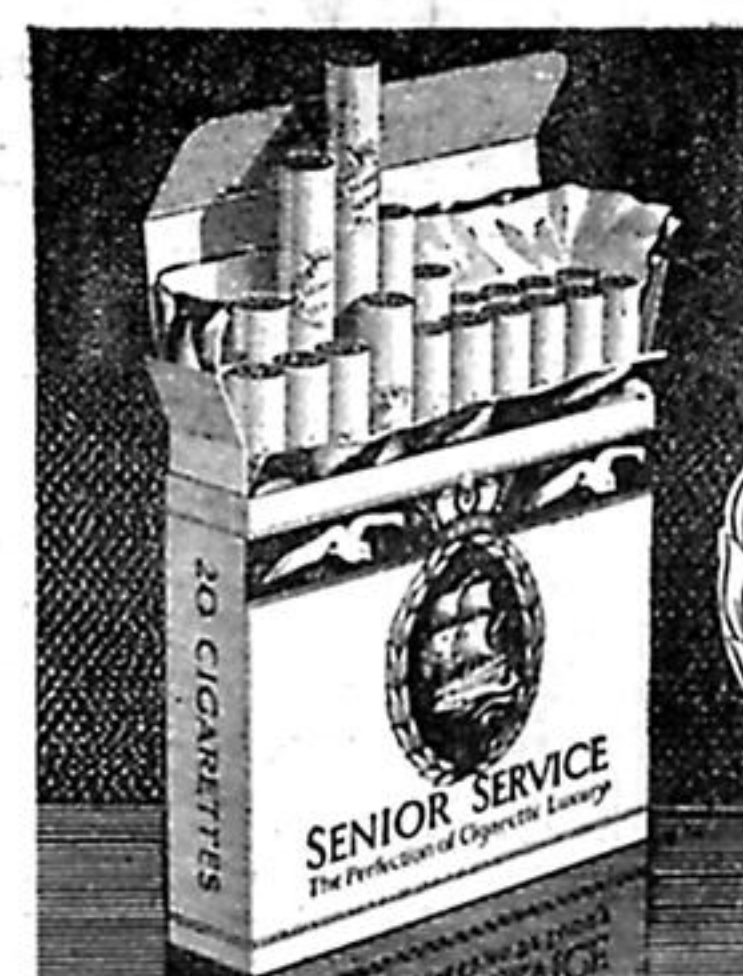
To Chief Electrical Artificer.—MX.833426 R. Page.

To Chief Electrician.—MX.801490 E. Cannell; MX.581569 S. Clarke; MX.845495 C. Distin; MX.856395 W. Ford; MX.856515 A. Locke; MX.844051 T. Murphy; MX.759352 J. Rogers and MX.804628 W. Sexton.

To Chief Radio Electrician.—MX.856323 W. Punchard.

(Continued Page 2, Col. 5)

### The Outstanding Cigarette of the Day



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## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 74004 (Ext. 2194)

## EDITORIAL

NAVY NEWS is honoured this month with a message to the Royal Navy from the First Sea Lord, Admiral of the Fleet Earl Mountbatten. It is obvious from the First Sea Lord's words that he has no doubt about the future of the Service, and we are indeed grateful to him for his message.

Easter Navy Days will be held this year only at Portsmouth. About 19 ships will either be open to visitors or on view to the public in Portsmouth Dockyard, including the world's most up-to-date aircraft carrier, Victorious; two cruisers, Kenya and Bermuda; five submarines including H.M.S. Shrimp, the midget submarine, and others.

There will be many displays and we feel certain that visitors will have a most interesting and enjoyable time. It is hoped that they will come in their thousands and that naval charities will receive a bumper contribution. Many, many thousands of pounds have been handed over to the various naval charities throughout the years that Navy Weeks and Navy Days have been in existence.

There will be a NAVY NEWS stall in the Yard, and the Editor will be very pleased indeed if readers, from whom he receives so many letters, will make themselves known to him.

### "WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

For He maketh the storm to cease so that the waves thereof are still. Then are they glad because they are at rest: and so He bringeth them unto the haven where they would be.

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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## THE NAVY'S HERE AGAIN

A message to the Royal Navy from the First Sea Lord, Admiral of the Fleet Earl Mountbatten of Burma

THIS IS one of the banner headlines which greeted the Defence White Paper in February.

In these words is reflected not only a re-awakened interest among the Press and the public, but also the realisation that the Navy is as essential now as ever it was, both in peace and in war. It cannot be as big as we have known it, for science extorts a huge price for the spectacular improvements it devises in weapons and equipment; and it is our first duty to ensure that the Fleet is equipped with the latest and best that our money can buy.

So we have to streamline our Navy and deny ourselves everything which is not essential. Some things which we would dearly like to keep must go and some attractive plans will never see the light of day. But we have been able to so arrange matters that it will be on the shore support and not on the sea-going Fleet that the main burden of economies will fall. The "tail" is to be cropped to enable our essential "teeth" to be preserved: this process is inevitably painful in many ways, but this is the beginning of a new era in which, I am convinced, the Senior Service will be restored to its proper position, and I am sure that this is what we all have at heart.

Consider what lies ahead. New ships: new radar with greatly improved performance and married to new display systems for air defence; a new generation of naval aircraft, faster than sound, soon to be in service with the Fleet: nuclear-powered submarines, with their fantastic potentialities: the commando-carrier, an entirely new conception of fighting vessel, with its Royal Marine Commando and helicopters as well as landing craft to transport them.

This is a Navy which in peace time can continue to promote good will and discourage violence: if war comes—which Heaven forbid—the men and ships will be equipped to maintain, with our allies, that supremacy of the

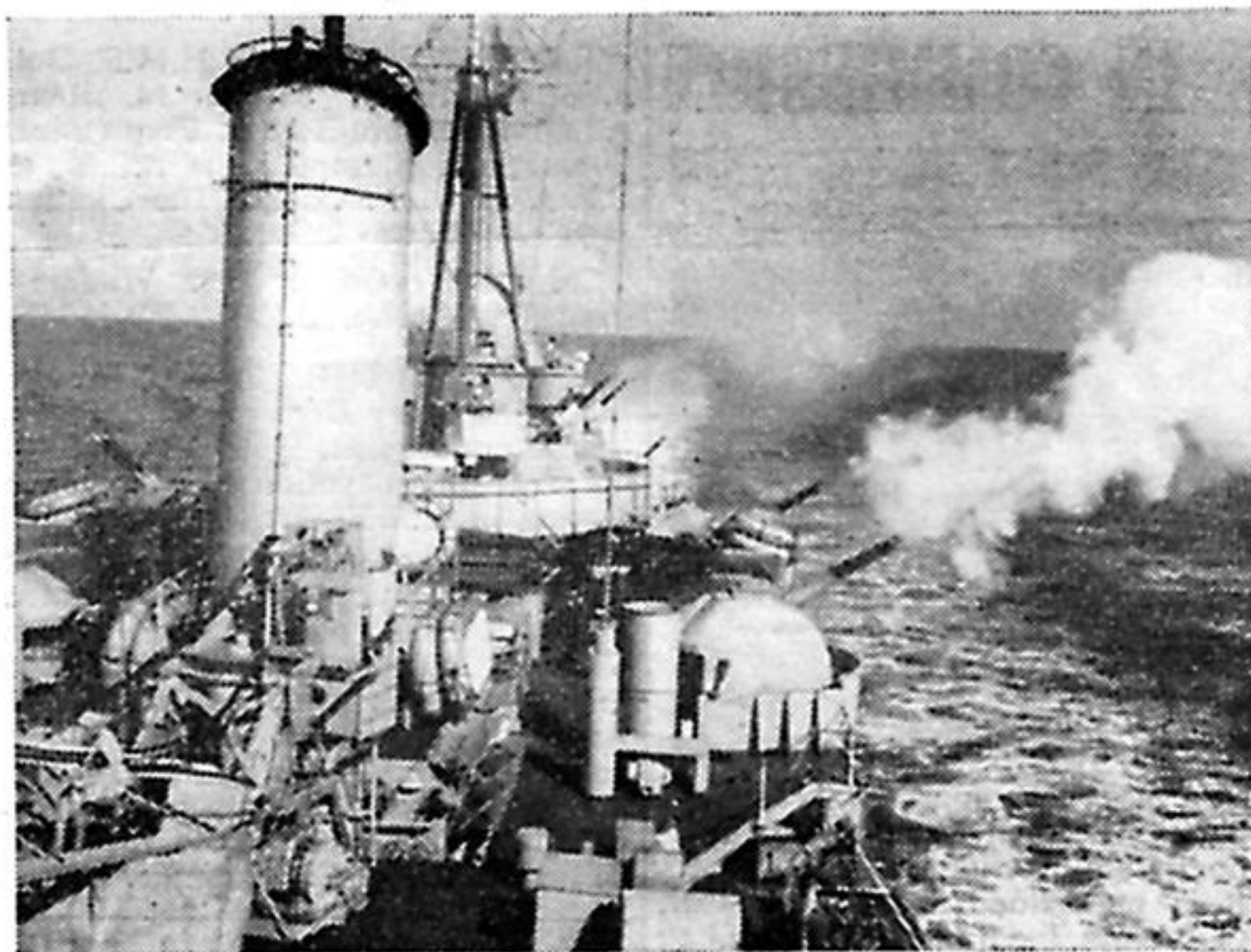


seas without which no island race could survive.

This, then, is how the Navy stands today: its tomorrow is assured. Small wonder one newspaper called it "The New-Look, Cock-Ahoop Navy."

MOUNTBATTEN OF BURMA

## H.M.S. SHEFFIELD



Firing a salute to the President of Turkey 150 miles south of Malta, January, 1958

## Drafting Forecast

Continued from page 1 column 3

H.M.S. Thermopylae, May, at Devonport, for the 2nd S/m. Squadron, Home Fleet.

H.M.S. Aeneas, June, at Portsmouth, for the 5th S/m. Squadron, Portsmouth.

### GENERAL

H.M.S. Ceylon, April, at Portsmouth, for General Service Commission, Home/East Indies. U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, April, at Chatham, for General Service Commission, Home/East Indies. U.K. Base Port, Chatham.

H.M.S. Cardigan Bay, April, at Singapore for Foreign Service on Far East Station.

H.M.S. Chichester, April, at Glasgow, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Cheviot, May, at Singapore, for Foreign Service on Far East Station.

H.M.S. Dunkirk, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Devonport.

H.M.S. Jutland, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Trafalgar, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Portsmouth.

H.M.S. Albion, May, at Portsmouth, for General Service Commission, Mediterranean/East Indies/Far East. U.K. Base Port, Portsmouth.

H.M.S. Cossack, June, at Singapore, for Foreign Service on Far East Station.

H.M.S. Loch Fada, June 17, at Portsmouth for General Service Commission, Home/East Indies. U.K. Base Port, Portsmouth.

H.M.S. Birmingham, July, at Chatham, for General Service Commission, Home/Mediterranean. U.K. Base Port, Chatham.

H.M.S. Dampier, July, at Hong Kong, for Foreign Service on Far East Station.

H.M.S. Cook, July, at Singapore, for Foreign Service on Far East Station.

H.M.S. Blackpool, August, at Belfast, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Dartington, August, at Hythe near Southampton, for Foreign Service on Mediterranean Station.

H.M.S. Protector, August, at Portsmouth, for General Service Commission, Home/South Atlantic and South America Station. U.K. Base Port, Portsmouth.

H.M.S. Ulster, August, at Devonport, for General Service Commission, Home/Wes; Indies. U.K. Base Port, Devonport.

## A.F.Os. of Interest

### Pay Code—1958

Admiralty Fleet Orders 453, 454 and 455/58 give full details of the new rates of pay and allowances effective as from April 5, 1958. Admiralty Fleet Order 456/58 gives details of the increased Education Allowances for Service children and 457/58 the information about restoration of gold badges to compulsory kit.

### FIRST LORD RECEIVES DEPUTATION

A statement agreed between the deputation from the Medway Towns and the First Lord of the Admiralty. A DEPUTATION from the city of Rochester, the Boroughs of Chatham and Gillingham, the Strood Rural District, and the Kent County Council accompanied by Mr. Bottomley, Mr. Kirk and Mr. Burden, Members of Parliament for Rochester and Chatham, Gravesend, and Gillingham, Mr. Harwood, vice-president of the Medway Chamber of Commerce, and Councillor W. Wilkinson, president of the Medway Towns Trades Council, visited the Admiralty to make representations to the First Lord of the Admiralty on the Government decision to close Naval establishments at Chatham and abolish the Nore Command. Also present were other members of the Board of Admiralty and representatives of the Ministry of Labour and National Service, the Board of Trade, the Ministry of Transport and Civil Aviation, the Ministry of Housing and Local Government, and the War Office.

### New Industries should be Encouraged

The deputation pointed out the serious consequences for the Medway towns of the Government decision. They urged that everything possible should be done to encourage the introduction of new industries into the area in order to offset unemployment which would be created and the damaging effect on local prosperity of the Navy's withdrawal. Among other proposals made was a strong plea that the Admiralty and the War Office should not restrict the prospects of industrial development by continuing to retain land, buildings and other facilities which they no longer needed. Surplus property should be rapidly released, and with necessary flexibility and at reasonable prices, having regard to the importance of stimulating employment.

The First Lord thanked the deputation for their visit. He explained that the decision on Chatham and the Nore Command, which had been particularly painful, had been taken only after a most searching review of the future needs of the Fleet. Chatham dockyard would be retained, and it had been decided to spread the run-down of the other Establishments over several years in order to provide time for counter-measures to be taken. The First Lord undertook that the representations made would be carefully borne in mind and be the subject of action where practicable by the Admiralty and other Government Departments concerned in their task of putting into effect the reductions with the least possible hardship. The Ministry of Housing and Local Government undertook to consider any proposals made by the Kent County Council with regard to zoning for industrial development.

## STATE VISIT TO HOLLAND

THE QUEEN and the Duke of Edinburgh left Harwich in H.M. Yacht Britannia on Monday, March 24, for a state visit to Holland.

The Royal Yacht was led out of harbour by the Trinity House vessel Patricia, and an escort of two sea-going tenders of the R.N.V.R. H.M.S. Thames and Isis, both manned by Reserve Officers and men.

The escort for the passage to Amsterdam were the three frigates H.M.S. Grenville (Capt. H. R. B. Janvrin, D.S.C., R.N.) and H.M.S. Pellew (Cdr. J. L. W. Thompson, R.N.) of the Second Training Squadron; and H.M.S. Paladin (Cdr. K. Lee-White, M.B.E., R.N.) of the Nore Destroyer Squadron.

The Royal Yacht arrived at Amsterdam on the morning of March 25. Britannia sailed from Holland Thursday, March 27, and arrived at Dover on the Friday morning.

### Discharge by Purchase

Admiralty Fleet Order 527/58 shows the result of the review of ordinary applications for discharge by purchase covering the period October, 1957, to January, 1958. The names of the ratings whose applications have been approved are shown. The next review will take place in April, 1958.

### Clothing Prices, K.U.A., etc.

Revised issuing prices of clothing, soap and tobacco, and rates of Kit Upkeep Allowance, are shown in Admiralty Fleet Order 592/58. They take effect as from March 22, 1958. The effect on K.U.A. of the higher prices of certain articles is partly offset by lower prices of other articles, and by the reduction in the amount of bedding to be maintained as kit under the new scheme.

## Gold Badges Back Again For All Ratings

THE FAMILIAR gold badges of the Royal Navy and Royal Marines will be worn again in future by all ratings and other ranks of these services on their best blue uniforms. The issue of these badges was suspended during the war, although since the end of hostilities ratings have been able to buy them. Their free issue has, however, been gradually restored and at the present time they are made available to more senior ratings and Marines. From April 5, they will be worn by all ratings and Marines as a result of a decision to restore them to ratings below Leading Rate and ranks below Corporal.

## ADVANCEMENT

(Continued from Page 1, Col. 5)

To Sick Berth Chief Petty Officer.—

MX.58990 C. Moss; MX.56873 L. Neville; MX.84412 C. Parsons and MX.57232 D. Wright.

To Chief Petty Officer Telegraphist.—

—JX.371382 G. Jubb and JX.245774 H. Smith.

To Chief Petty Officer Writer.—

MX.59392 W. Baker; MX.581955 C. Bickerton; MX.840566 H. Burgess and MX.810263 A. Hobbah.

To Stores Chief Petty Officer (V).—

MX.809758 J. Holmes and MX.58698 T. Schofield.

To Stores Chief Petty Officer (S).—

MX.778016 R. Riches.

To Chief Petty Officer Cook (S).—

MX.52860 P. Addicott; MX.122212 C. Fowler and MX.60805 W. Steele.

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lack . . . that  
certainly is smart!"



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## Motoring Notes . . .

### AN EVEN-TEMPERED CAR

IN THE last two months the emphasis in these notes has been on the purchase of second-hand cars up to about £400 in value, as these are the most popular purchase among Naval personnel.

This month the pendulum swings the other way, and these notes will consist of a road test report of a new car.

#### Hillman Minx Jubilee Saloon

The model selected for test was the Mark VIII, Series II, de-luxe saloon fitted with Manumatic transmission giving two-pedal control.

It is generally agreed, I think, that the latest models produced by the Rootes Group, from the Husky up to the Hawk are extremely good looking cars without being too flamboyant. Never having driven a Hillman for any distance, the idea of unlimited use of one for a genuine, unsupervised test was extremely attractive, although I must confess that I felt somewhat conservative about two-pedal control.

### STATE OF MARRIED QUARTERS ROSTERS AT PORTSMOUTH

IT IS discouraging to have to report that the recent slight improvement in the rosters has been entirely reversed. Indeed, the number of ratings waiting for accommodation has increased by some 120 to 480 in the last month. The main reason for this unfortunate situation is that the rate of completion on the last housing estate at Rowner, which will consist of 250 houses and flats, has so far been much slower than that achieved previously on the other estates. Further, the private houses available and suitable to be hired by the Admiralty are progressively becoming scarcer and more difficult to find.

Advancement on the rosters, therefore, now depends almost entirely on vacancies caused by changes in tenancy, and this state of affairs is likely to persist for at least the next three months.

On March 18 the state of the rosters was as follows. Figures in brackets show numbers on the roster a month ago:

	No. on Roster	Date of application of man at top of roster
C.P.O.s	66 (52)	January 6, 1958
P.O.s	115 (110)	November 9, 1957
Junior ratings	303 (201)	October 28, 1957

### NATO

AN ESSENTIAL part of Britain's Naval policy is co-operation with the Navies of its NATO allies. In line with this policy the Royal Navy is helping the German Navy to equip and train its Naval air arm.

The German Naval Air Arm is being equipped with Fairey Gannet and Armstrong Whitworth Sea Hawk aircraft. The Royal Navy is helping the German Navy as much as possible in the training of pilots, observers and maintenance ratings. Seahawk pilots are now learning to fly these aircraft at the Royal Naval Air Station, Lissie-mouth; Gannet pilots are being trained by the Fairey Aviation Company assisted by R.N. instructors. Observers and telegraphists are undergoing the regular British course at R.N. Air Station, Culdrose. Maintenance ratings are under instruction at various R.N. air establishments and manufacturers' works.

#### Retirement Presentation

At the end of the dinner the chairman, Shipmate J. Gent referred to the retirement of Shipmate A. G. Sandall as honorary secretary after four years' service. He presented Shipmate Sandall with an inscribed tankard and Mrs. Sandall, an honorary member, with an inscribed compact, for so ably assisting her husband.

Five days later at the annual meeting Shipmate J. Gent was returned for a fifth year in office as chairman. New officers are: vice-chairman, Shipmate B. E. Taylor; treasurer, Shipmate M. N. Griffin; and secretary, Shipmate S. Seward.

Two new additional vice-presidents were elected: The Rev. R. A. Lowry, the branch padre, and Shipmate A. G. Sandall, retiring secretary.

The Hillman Minx is a full four-seater car which will take five in reasonable comfort. The seats are bench type although bucket seats are available for the front seats. The seating is fairly upright and reasonably firm and the furnishings generally are good. The front seat is fully adjustable to accommodate normally built six-foot drivers as well as shorter individuals, and there is at all times adequate knee room for passengers in the back seats.

It is a medium-sized car which should appeal to the family man who wants something a little more man-size than the 8-10 h.p. car.

#### Technical Points

The engine is an o.h.v. unit of 1,390 c.c. capacity, with a compression ratio of 8:1 and developing 51 b.h.p. at 4,400 r.p.m.

The dip-stick, distributor, oil and fuel filters are all easily accessible on the off-side. The battery is sensibly mounted well forward on the nearside, under the bonnet.

The normal instrument panel is centrally placed, but there is a subsidiary panel in front of the steering wheel which carries warning lights for ignition, oil pressure, headlamp main beam and trafficator repeaters. Optional extras include oil pressure gauge, ammeter and clock.

#### On the Road

Starting from cold was instantaneous and the choke could be dispensed with very quickly.

On the road the car seemed to be equally at home at 15 m.p.h. as at its maximum of 75 m.p.h., whilst cruising at 60 m.p.h. seemed to be well within its capabilities. In fact, it struck me as a car suitable not only for pottering but also for dicing, and in all respects it is a very good-tempered car with no vices. The steering was inclined to be a little spongy but nevertheless the car handled extremely well. I understand that a different type steering box is now in use which has eliminated this minor criticism.

Average speeds are a good criterion of safe performance. My normal time for a journey from Newhaven to Portsmouth at night is 1 hour 40 minutes, but in the Minx I took only 1 hour 25 minutes without consciously hurrying, which speaks for itself. M.p.g. seemed to be slightly better than 30 m.p.g., driven fairly hard.

The Manumatic transmission proved to be a great asset, particularly in traffic and in restarting on hills, and I am completely converted to its use. There is one technical point, however. The gear lever knob incorporates a control switch which automatically closes the throttle and disengages the clutch when only lightly pressed. Consequently, one must overcome any habit of retaining hold of the lever during a series of gear changes or the most peculiar results can ensue.

#### General Opinion

The Hillman Minx is a very pleasant, medium-sized car with adequate comfort and performance and is definitely on the short list for my next new car. Prices are competitive and are as follows:

Special saloon	£748
De-luxe saloon	£795
De-luxe saloon Manumatic	£851
Convertible	£898
Convertible Manumatic	£954

In conclusion, I would like to thank the Editor for making the arrangements and Messrs. E.M.A. Ltd., of Grove Road South, Southsea, who are the Rootes Group Distributors, for lending me the car.

A. E. MARSH

# SHIPS OF THE ROYAL NAVY

## No. 31. H.M.S. BERMUDA

Badge: On a white ground a red demi-lion holding a trident in its right paw.

Motto: Cœur de Lion.

Built by: John Brown & Co. Ltd., Clydebank.

Laid down: November 30, 1939.

Launched: September 11, 1941.

Completed: August 21, 1942.

Displacement: 11,661 tons.

Dimensions:

Length, 555 ft. 7½ in. (O.A.)

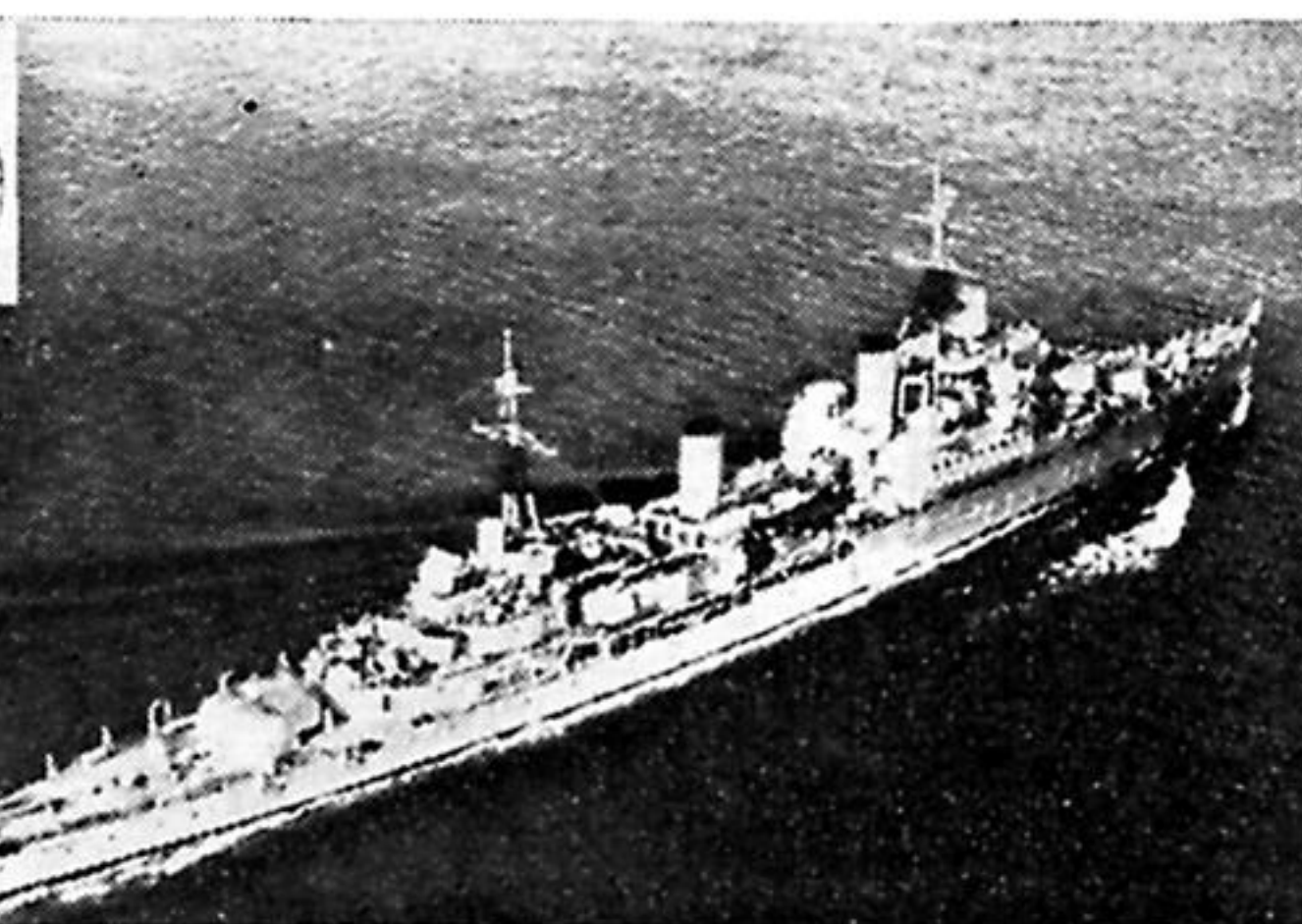
Beam, 62 ft.

Draught (max.), 20 ft. 6½ in.

Complement, 611.

FIRST COMMISSIONED at Glasgow in August, 1942, H.M.S. Bermuda is a typical "conventional" cruiser. She carries nine 6 in., eight 4 in. and 14 40 mm. guns, together with six torpedo tubes.

The ship first saw active service in November, 1942, when she took part in



Operation "Torch"—the Allied landings in North Africa—covering the landings at Algiers. After a short trip home she returned to the Mediterranean, and wore the flag of Rear-Admiral C. H. J. Harcourt, commanding the 12th Cruiser Squadron.

During the early part of 1943 Bermuda was engaged in escort duties with the Russian convoys, while later in the year, as flagship of the 1st Cruiser Squadron, and in company with H.M. Ships Sheffield, Furious and six destroyers, she led a striking force which attacked shipping off the Norwegian coast.

After repairs on the Clyde she formed—with H.M.S. Jamaica—part of a diversionary force associated with Operation "Overlord"—the Allied landings in Normandy. In May, 1945, following a refit in Glasgow, she sailed for the Far East, where she wore the flag of Rear-Admiral R. M. Servaes, C.B.E., commanding the 2nd Cruiser Squadron (later named the 5th Cruiser Squadron).

From mid-1947 until October, 1950, when she joined the 6th Cruiser Squadron on the South Atlantic station, Bermuda was laid up in reserve, first at Chatham and later at Plymouth.

In March, 1953, she transferred to the Mediterranean, joining the 1st Cruiser Squadron; after a short refit at Devonport she joined the Home Fleet in January, 1955.

In November, 1955, she was towed from Devonport to Hebburn-on-Tyne, where she underwent a major refit at Messrs. Palmers. During this refit a number of improvements were made to living accommodation and the bridge was enclosed. After recommissioning in October, 1957, Bermuda joined the Home Fleet in January, 1958, and has just returned from the Home Fleet Spring Cruise, during which she made a memorable first visit to the colony of Bermuda.

The present Bermuda is the seventh ship of that name to serve with the Royal Navy. Most of her predecessors were engaged in operations in the West Indies. The first was a 14-gun sloop built in 1795, then followed an 18-gun brig sloop (1805) and a 10-gun brig sloop (1808). In 1813 a Delaware pilot boat was presented to the Admiralty and renamed Bermuda. The fifth H.M.S. Bermuda was a schooner, built in 1816, and the sixth was a 3-gun schooner, which was launched in 1848.

## SEA CADET CORPS NEWS

### Quick Advancement

THE ROYAL Navy are always happy to receive Sea Cadets as recruits because they know from years of experience that cadets are potentially first-class sailors. Having already imbibed a fair amount of seafaring knowledge, they ease the work of R.N. instructors and frequently earn quick advancement.

As indicating the progress made by cadets in the Service, it may be sufficient to cite the case of a single S.C.C. unit, Bath.

At the moment, eight of their ex-cadets have been in the Navy for about a year and a further six have recently completed their training and gone to sea.

Two former cadets are now chief petty officer apprentices in H.M.S. Fisguard. With six others they were selected for C.P.O. training out of about 500 apprentices at the establishment.

Five other ex-cadets are serving in the junior training establishment, H.M.S. Ganges, and one of them quickly rose to junior instructor. Another two have been made leading juniors, a fourth is a class leader and a fifth a first-class junior. Yet another Bath ex-cadet has passed out at Ganges with exceptionally high marks and is now a telegraphist in H.M.S. Eagle.

As one in every 10 recruits to the Royal Navy are Sea Cadets it will readily be appreciated that they provide the Service with a steady stream of "proper men."

### Cadets Sail with the Navy

Naval officers, noting with approval the quality of the lads they get from the Corps, never lose an opportunity of taking cadets to sea, especially during the summer cruising season, and this year again many hundreds of cadets will be sailing in H.M. ships.

H.M.S. Sterling is to take a party of cadets for a three weeks' cruise from April 26 to May 16, and a further batch for a fortnight's trip from June 28 to July 9. Other offers of accommodation in H.M. ships are expected to be received in the near future.

Ten cadets from Stoke-on-Trent and 10 from Blackpool have just finished a weekend instructional course in H.M.S. Eaglet, headquarters of the Mersey R.N.V.R. Kingsbury and Kenton cadets have been invited to spend the Easter weekend in H.M.S. President, R.N.V.R. headquarters off the Thames Embankment.

York Sea Cadets have been arranging a cruise on their own account. With a crew of 12 boys their motor fishing vessel is to leave York on Friday, March 28, for a trip down the Humber, calling at Goole, Hull and Grimsby, and returning to York on the Sunday.

### Area Officers' Visit

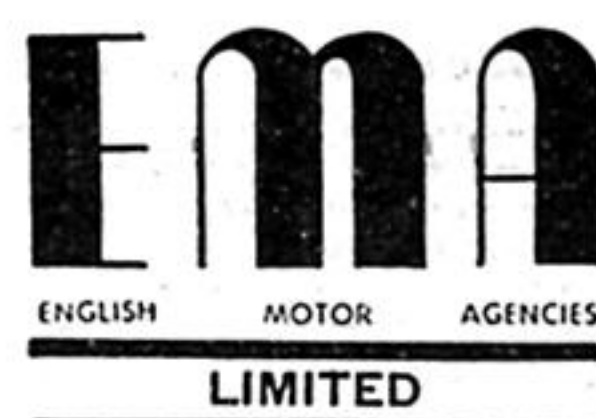
ON SUNDAY, March 9, the South Shields Unit was visited by Cdr. Whalley, R.N., N.E. Area Officer, in their new headquarters. Formerly the Tyne Division, R.N.V.R., Drill Shed, the Area Officer declared this to be the finest headquarters in the north east, with every facility laid on. The South Shields Unit have previously held drills on board H.M.S. Satellite, the Tyne, R.N.V.R. Drill Ship (formerly Fleet Minesweeper H.M.S. Brave), which is shortly to be towed away to the breakers' yard.

The Unit held a successful annual dance on Tuesday, March 11, at the Nook Hall.



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# WOMEN'S PAGE

# A MISCELLANY FOR THE LADIES

## W.R.N.S.



AT A farewell parade held in H.M.S. Raleigh on February 18, 1958, Admiral Sir Mark Pizey, K.B.E., C.B., D.S.O., the retiring Commander-in-Chief, Plymouth, presented the Long Service and Good Conduct Medal to Chief Wren M. C. MacMillan.

Chief Wren MacMillan comes from the Isle of Arran and entered the Women's Royal Naval Service as an officer's steward at the New Entry Depot, Portsmouth, on February 3, 1943. She has since served in places as far apart as Northern Ireland and H.M.S. Dauntless.

## PORTSMOUTH COMMAND W.R.N.S. SPORT

### Royal Navy Women's Inter-Command Hockey Championships

THE ROYAL Navy Women's Inter-Command Hockey Championships were played in Portsmouth on February 26 and 27, 1958. In spite of adverse weather conditions the standard of play was high, and it was found that the new policy of playing these matches on a "league" as opposed to a "knockout" basis was extremely successful from both the players' and spectators' points of view, and provided a more accurate picture of the comparative standards of play of the four Command teams in the final result. Plymouth Command emerged as the winners for the first time, to the satisfaction of all Commands. The last match of the series, played at the United Services (Officers') ground was watched by a number of Senior Naval, Royal Marines and W.R.N.S. officers, including Rear-Admiral R. W. Palfard, C.B.E., who, as the Commander-in-Chief's representative, kindly presented the cup. The results of the matches played were as follows: Air 1, Plymouth 1; Portsmouth 3, Nore 1; Plymouth 2, Nore 0; Air 0, Nore 0; Plymouth 2, Portsmouth 1; Air 1, Portsmouth 0. The final positions of the teams were, 1st, Plymouth

Command, 2nd Air Command, 3rd Portsmouth Command, 4th Nore Command.

### Women's Inter-Service Hockey Championships

The Women's Inter-Service Hockey Championships were played on March 5, 6 and 7, 1958, with the following results: R.A.F. 6, Army 1 (played on the R.A.F. home ground at Uxbridge); R.A.F. 2, Royal Navy 1 (played at the United Services (Officers') Ground, Portsmouth); Royal Navy 3, Army 1 (played at the Army home ground at Aldershot). The R.A.F. therefore hold the cup for 1958.

### Royal Navy Women's Inter-Command Netball Championships

The Royal Navy Women's Netball Championships were played as a "knockout" tournament on Friday, March 21, 1958, in the gymnasium, Royal Naval Barracks, Portsmouth, by kind permission of Commodore A. A. Fitzroy Talbot, D.S.C., who afterwards presented the cup to the successful Nore Command team. The results of matches were as follows: Portsmouth 15, Plymouth 8; Nore 15, Air 14; Air 22, Plymouth 7; Nore 17, Portsmouth 7. The final team positions were: 1st, Nore (for the 5th year in succession); 2nd, Portsmouth; 3rd, Air, and 4th, Plymouth.

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## FRIENDLY WIVES

### ANY QUESTIONS AT VERNON BRANCH

THE H.M.S. Vernon Branch held a General Meeting in the cinema, H.M.S. Vernon on Wednesday, March 5 at 2.15 p.m. Mrs. E. A. Blundell presided and we were very pleased to welcome Mrs. Abrahams from the R.N. Air Station, Ford, as a guest.

Opening prayers were said by the Rev. C. Prior. He is leaving the establishment to take up an appointment at the R.N. College, Dartmouth, and Mrs. Blundell thanked him for all he had done for the branch and Mrs. Prior for her valuable work as a committee member before wishing them every success in his new appointment.

An "Any Questions" panel formed by the following officers from H.M.S. Vernon, Capt. Mitchell, Lieut.-Cdr. Temple, Lieut. Trist and Second Officer Archer, W.R.N.S., with Inst. Lieut.-Cdr. Parkin as Question Master gave their views on many and varied questions with wisdom interspersed with humour and provided a thoroughly enjoyable afternoon's entertainment. A vote of thanks to the team was proposed by Mrs. C. Prior.

Tea was served by the tea committee under Mrs. Bird; Mrs. Brewer sold raffle tickets, the prizes for which were won by Mrs. Blundell and Mrs. Tanner.

### Future Events

Because of the Easter leave period, the April meeting has to be postponed until Wednesday, April 16, when Mr. Whitcombe is coming to talk on "Cheeses." This meeting will be held in the cinema, at 2.15 p.m. A sewing meeting will be held in the wardroom on Wednesday, April 30.

It has also been found necessary

## Relatives Attend Re-Commissioning Service in H.M.S. Tyne

THE RE-COMMISSIONING service for H.M.S. Tyne was held on board at 1530 on March 26, 1958. It was conducted by the Rev. A. W. M. Weekes, A.K.C., R.N., assisted by the Rev. Caradoc Hughes, R.N., and was attended by Capt. J. S. Stevens, D.S.O., D.S.C., Royal Navy (the Commanding Officer), the Ship's Company of H.M.S. Tyne and more than 100 relatives. The Royal Marines Band of the Commander-in-Chief, Portsmouth, also took part.

H.M.S. Tyne has just completed a 12 months' refit in Portsmouth Dockyard. She is due to relieve H.M.S. Maidstone as Flag Ship of the Commander-in-Chief, Home Fleet, and as Depot Ship for the Home Fleet Submarine Squadron. During her refit many alterations and some improvements to her accommodation have been made in order to allow her to take on this dual task.

During the Korean War H.M.S. Tyne was stationed in the Far East, where she was also employed as a Flag Ship. In 1954 she became Flag Ship of the Commander-in-Chief, Home Fleet, until relieved by H.M.S. Maidstone in 1956.

Capt. J. S. Stevens, D.S.O., D.S.C., Royal Navy, was decorated during the war while in command of H.M. Submarines Unruffled and Thunderbolt. Recently he has been in command of Bulwark joined the Home Fleet, the 6th Submarine Squadron, based at Halifax, Nova Scotia, which is under the operational control of the Royal Canadian Navy.

Tyne proceeded on sea trials the following day. Immediately after the Easter leave period she is due to begin anti-air exercises which restricted boat work, many were able to take advantage of the lovely beaches of the island.

### NELSON RELICS

A new collection of Nelson relics is now on permanent display to the public at the Victory Museum in Portsmouth Dockyard. It has been presented by Mrs. M. S. Ward, in memory of her husband, the late Mr. Maurice Suckling Ward, who was the last of Nelson's great-grandsons.

## Out of Uniform

Wren Blake, H.M.S. Harrier, 4½ yards of material. Total cost £1.



### A Reader's Enquiry

Seeing a mention of a Mrs. Price in one of our recent articles Mrs. C. Gwynne, 37 Shakespeare Avenue, Warwick, wrote to the Editor of the NAVY NEWS in the hope that this would prove to be an old friend of hers.

Unfortunately this was not so but should this be read by Mrs. Josephine Price who would probably remember Mrs. Gwynne as Miss C. Stafford, perhaps she would like to get in touch with her.

## EASTER BONNETS AT HAVANT

OUR LAST meeting was one of the most interesting we have had, and the attendance—on an extremely cold day—was very good indeed.

Mrs. C. I. Horton (vice-chairman) opened the meeting and Mrs. Hardie welcomed two guests—Lady Grantham, our president, and Mrs. Main, former chairman of Sheerness branch. Mrs. Hardie then introduced Mr. Reginald Cooper, of Dorothy Cooper (local milliner).

He gave the members a "pep talk" on hat styles generally, and followed up with a really expert commentary on the display given by four attractive models.

Each of these ladies displayed 15 up-to-the-minute "Easter bonnets"—and came well into the audience for better viewing. The prices were very modest indeed.

Tea was served by Mrs. Jones and Mrs. Baldwin, and Lady Grantham drew the lucky tickets for the raffle. These were held by Mrs. Lucy and Mrs. Pegree, who received a tin of biscuits and a silk headscarf, presented by Mrs. Hutchins and Mrs. Karn.

Our next meeting will include a hair-styling demonstration.

## FILM SHOW AT NORTH END

THE MARCH meeting was held in Fisher Hall on March 4. Mrs. Martell presided.

Two films from the Southern Gas Board were shown, both of them being instructional as well as comic.

The birthday tea party included members whose birthday falls in March or April. This was in consequence of there being no April meeting, owing to the closing of Whale Island during the Easter leave period.

A raffle was held, the prizes being distributed by Mrs. Martell.

## NAVAL AIR STATION TO BE 'AT HOME'

"At Homes" will be held at Royal Naval Air Stations during 1958, as follows:

June 21, Ford.  
June 28, Abbotsinch.  
July 19, Eglinton.  
July 19, Culdrose.  
July 26, Lossiemouth.  
August 2, Brawdy.  
August 9, Yeovilton.  
August 9, Lee-on-Solent.

## The Back Room Girls of the Royal Navy



ylon, who was already in the area, had advertised the coming of the waterfront, the ruins of St George and all the vantage points of the hills about the town were massed with people. Sea Hawks, Venoms, and Sea Raiders, flew past in formation over the town.

There was a week of intensive social activity in front of Bermuda when she anchored in Kingston Harbour, Jamaica. After the visit it was found that a total of 996 outings had been made on for the sailors and a proportionate number for the Wardroom. Outings included swimming parties, dances, drives by private car, bus trips, horse and mule racing, brewery visits

Bermuda and a fly-past over the island in company with planes from H.M.C.S. Bonaventure took place. The weather was not too good at Bermuda for Bulwark's visit, but it was half-way house to Halifax, Nova Scotia, where undoubtedly the cold would really be felt.

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# DEDICATION OF CHAPEL IN H.M.S. VICTORIOUS



A SIMPLE but dignified ceremony took place in H.M.S. Victorious on March 11, when the Chapel of St. Christopher was dedicated by the Venerable F. Darrel Bunt, O.B.E., M.A., Q.H.C., Chaplain of the Fleet, Archdeacon of the Royal Navy.

The Ship's Chaplain, the Rev. R.-W. Richardson, M.A., R.N., and the Chaplain of the Dockyard, the Rev. W. H. S. Chapman, B.A., R.N., were in attendance.

In his address the Chaplain of the Fleet remarked what a beautiful chapel had been built, and he stated he felt right at home, as the stained glass window and the altar ornaments were old friends, having been originally in H.M.S. Nelson in which ship he had been Chaplain from 1935 to 1937.

The Chaplain of the Fleet's address was based on the need for men to be witnesses for Christ. There can be no

neutrality where God is concerned—"He who is not for me, is against me." Men and women must stand up for their own beliefs, and must not be led away from those beliefs by the pressure of mass opinion, as were the people of Jerusalem, who on Palm Sunday hailed Christ as King, and yet five days later were persuaded to cry out for the death of Him.

Among those present at the dedication were Capt. C. P. Coke, D.S.O., R.N., Commanding Officer of H.M.S. Victorious, and the Commander of the ship—Cdr. J. A. R. Troup, D.S.C., R.N.

Also present were two of M.C.D.'s joiners, Mr. Edward Martin and Mr. Walter Lake, both of Portsmouth, who had spent some four months in fitting out this lovely chapel. And lovely it is with its hand-picked oak and simple but so effective furnishings—a place of rest and quiet amid the throb and pulse of the busy life without.

## CURRENT R.N. FILM CORPORATION RELEASES TO THE FLEET

**Funny Face** (Col.), comedy musical, featuring Audrey Hepburn, Fred Astaire and Kay Thompson.

**The Long Haul**, action melodrama, featuring Victor Mature, Diana Dors and Patrick Allen.

**The Vicious Circle**, crime melodrama, featuring John Mills, Derek Farr and Noelle Middleton.

**Boy on a Dolphin** (Col.) (CinemaScope), adventure melodrama, featuring Sophia Loren, Alan Ladd and Clifton Webb.

**The One that Got Away**, adventure melodrama, featuring Hardy Kruger, Colin Gordon and Michael Goodliffe.

**This Could be the Night** (CinemaScope), comedy, featuring Jean Simmons, Paul Douglas and Anthony Franciosa.

**The Tommy Steele Story**, musical biography, featuring Tommy Steele, Hilda Fenimore and Charles Lamb.

**The Delicate Delinquent**, comedy melodrama, featuring Jerry Lewis, Darren McGavin and Martha Hyer.

**The Birthday Present**, domestic-cum-business melodrama, featuring Tony Britton, Sylvia Syms and Geoffrey Keen.

**Fire Down Below** (Col.) (CinemaScope), adventure melodrama, featuring Rita Hayworth, Robert Mitchum and Jack Lemmon.

**Slaughter on 10th Avenue**, waterfront melodrama, featuring Richard Egan, Dan Duryea and Jan Sterling.

**Just My Luck**, comedy, featuring Norman Wisdom, Margaret Rutherford and Jill Dixon.

**House of Numbers** (CinemaScope), prison break melodrama, Jack Palance, Barbara Lang and Harold J. Stone.

**The Joker is Wild**, Biographical melodrama, Frank Sinatra, Mitzi Gaynor and Jeanne Crain.

**The Pajama Game**, Musical comedy, Doris Day, John Raitt and Eddy Foy, Jr.

**Time Limit**, Service melodrama, Richard Widmark, Richard Basehart and Dolores Michalls.

**Happy is the Bride**, Farceical comedy, Ian Carmichael, Janette Scott and Cecil Parker.

**Witness for the Prosecution**, Trial melodrama, Tyrone Power, Marlene Dietrich and Charles Laughton.

**High Flight** (Col.) (CinemaScope), Aerial melodrama, Ray Milland, Kenneth Haigh and Helen Cherry.

## Director, W.R.N.S. at Arbroath



The Commandant and Petty Officer Wren I. Willshire in the W.R.N.S. Galley

## ARBROATH NEWS

THE DIRECTOR, W.R.N.S., Commandant Dame Nancy Robertson, D.B.E., paid an informal visit to Condor during March. She is retiring in April and is making a farewell tour of all the W.R.N.S. under her Command.

Group Captain E. G. L. Millington, C.B.E., D.F.C., Commanding Officer of R.A.F. Leuchars, arrived by helicopter when he paid a visit to F.O.R.A. and the Air Station. By train and road the journey from Leuchars to Arbroath occupies the better part of two hours, but by "chopper" it takes but a few minutes.

### The Long Week-end

Seventeen members of the Mountain club took advantage of the week-end from midday Friday to midnight Monday and spent the whole time climbing and generally exploring. A party of three undertook a survival exercise and spent a night in a snow hole excavated near Loch Avon some 2,500 feet up.

Also in the hills were members of Condor's Deep Sea Rover Scouts who camped in Glen Derry, hiked to Ben Macduie and spent the next night in Etchachan Bothy.

### Weddings

On Saturday, March 1, two weddings took place. One in Glasgow, where Lieut. M. E. Coleman, secretary to the Commanding Officer, H.M.S. Condor, and Miss J. Rea, of Glasgow, were married in the Belhaven Church, Glasgow. The other took place in the Church of St. Christopher, H.M.S. Condor, where P.O. R. W. Fullerton and Miss Ann Rennie were married.

### Social Functions

Two more ships' company dances have been held, the last one being free and a huge turn-out voted it as being the most successful. The buffet was financed by profits from previous dances. The Apprentices' Skiffle Group played during the supper interval. On the subject of skiffle, the Condor Skiffle group appeared in a national skiffle contest in the Regal Cinema in Edinburgh on Thursday, March 13, but they have not as yet won national honours.

### Church News

A branch of the Church of England Men's Society has been formed with Cdr. A. H. West-Blyng as chairman, C.P.O. Falla as secretary and App. Carver as treasurer. This follows on from the branch at H.M.S. Figgard.

## Have YOU a personal problem . . ?

## ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

### REMOVAL EXPENSES

I AM a Petty Officer Engineering Mechanic and am moving my furniture from Plymouth. I have been told to obtain three estimates from removers, which I am doing. Could you please tell me what percentage, or how much, does the Admiralty contribute?

The quantity of furniture which may be conveyed at public expense on "entitled" moves to or from a private residence is 1 van load (= 600 cubic feet) for Petty Officers and below. If the move is to or from a

married quarter, only one quarter of this quantity is allowed at public expense.

If the amount of furniture exceeds your entitlement but is conveyed in one van, the whole cost of removal will be refunded provided a certificate is obtained from the contractor stating that if only entitled amount had been taken in the van, no other use could have been made of the space left vacant.

Other than the lowest tender may be accepted, but except for good reasons to the contrary, payment will be restricted to the lowest tender, any extra cost being borne by the applicant.

### COMMUTATION OF PENSION

Can you please tell me if it is permissible to commute part of one's pension for the purpose of going into business? Amounts received would also be welcome. Secondly I finish my "fifth five" in November, 1962. Is this in the "run down" period?

Commutation of a portion of pension is allowed by the Admiralty provided it can be shown that such commutation would be to the distinct and permanent advantage of the applicant. It would, in my opinion, be allowed in your case.

Any portion of the pension which is in excess of two shillings a day may be commuted under these conditions. The commutation scale is shown on page 39 of the Appendix to the Navy List (June, 1957) which you could see on application to your Divisional Officer. For example, at the age of 40, the commutation rate is £15.036 per £1 of pension commuted. At 45 it would be £14.035.

So far the special resettlement grant of £250 payable to ratings completing their engagements during the run down period is concerned, this period is estimated by the Admiralty to be not more than five years from April 4, 1957, so that it seems unlikely that your completion date of November, 1962, will be within the period.

### FIELD GUN RECORDS

Please stop the blood from flowing in our Mess and tell us the following Field Guns Crews results:

- (a) Time of record run and by whom?
- (b) Previous record holders?
- (c) Record time in 1958?

The information you require is as follows:

- (a) Present record held by Portsmouth. Time 3 min. 11.3/5 sec. Date June 21, 1957.
- (b) Previous record held by Air Command. Time 3 min. 22.1/5 sec. Date June 15, 1956.
- (c) Regret no pre-war records appear to be available.

## HARWICH NAVAL FORCE ASSOCIATION

The 15th Annual Reunion Dinner of the above First World War Association will be held at the Crown Hotel, Piccadilly, W.1, on October 11, 1958.



REMEMBER ME ?

### INCREASE OF PAY

A considerable number of men have suggested that they would consider insurance when they received their increase of pay.

Assuming the increase is about a guinea a week: HALF the basic increase could provide approximately:

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£500 for you at the age of 40-45

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(depending on your age at commencement)

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## Humber Division R.N.V.R. Closes Down

BORN IN the pangs of the 1938 crisis, nourished on gallantry during the war, revived by enthusiasm in the years of peace Humber Division R.N.V.R. has succumbed to an emergency of a different kind.

The threat of war in 1938 brought the Division into existence in March, 1939. There was a ready flow of volunteers and the R.N.V.S.R. Flotilla which had been formed two years earlier was largely absorbed. A headquarters ship was provided in H.M.S. Calcutta, a newly converted A.A. cruiser, which was based at Kingston-upon-Hull. The first Humber Division R.N.V.R. ratings were trained in A.A. gunnery and when war was declared H.M.S. Calcutta was soon at sea with her R.N.V.R. guns crews. Officers and men of the Division were despatched to warships in the Mediterranean and Home Waters, to training schools and Naval Shore establishments and by the year end over 200 officers and men were serving in warships in various ports of the world.

Calcutta survived the Norwegian campaign but met her end off Crete in 1941. By 1945, 70 officers and men of the Division had been lost, representing one-third of the Division's strength. This was the highest mortality rate of any division.

Partly because of this heavy loss few of the original ratings rejoined the R.N.V.R. after the war and the fight to re-form the Division had to be carried on by a handful of officers and ratings. Enthusiasm and perseverance were needed in ample measure to enable the ideal of Humber Division to survive until it could be clothed with a permanent headquarters. Led by Lambert as captain of the Division, Blyth, commander, and Gresham, first lieutenant, a small band of men met over hot-pot suppers in a local hotel until the battles with authority were won and the former

D.E.M.S. headquarters in Victoria Dock were acquired and named H.M.S. Galatea. There followed a period of five years during which the building and parade ground were developed into an effective and comfortable base, housing equipment workshops, classrooms, wardroom,

long cruises in the tender took more and more the form of serious minesweeping exercises. In the 1950's an annual R.N.V.R. minesweeping exercise was instituted in which the tenders of all the 12 R.N.V.R. divisions participated. In the five such exercises which had been held by



Members of the Division with the Thorneycroft Trophy

messes and canteen. Within a quarter of a mile lay Victoria Dock wherein the Division boats could be secured and in which the Division's seagoing tender M.M.S. 1030 was berthed.

### Nickname

Despite her number which earned her the nickname of "H.M.S. Stand-easy" from the moment of her arrival, H.M.S. Humber was immediately put into strenuous service. The enthusiasm for sea service was intense and some cruises were made with the ship manned by R.N.V.(S)R. and driven by the officers of the Division. As the need developed for concentrating R.N.V.R. training on priorities minesweeping was allocated to Humber Division and the shore and sea training programmes became increasingly concerned with this subject. The

1957, H.M.S. Humber finished never lower than fifth. In 1954 a new incentive was created by the presentation, for annual competition, by the R.N.V.R. of the Thorneycroft Trophy, a scale model of the new coastal minesweepers then coming into service. In this, the first year, Humber won the trophy and accepted it from the hands of the donors, the Thorneycroft shipbuilding firm.

Humber Division exchanged M.M.S. 1030 for one of these coastal minesweepers in 1954 and, at an impressive ceremony, changed the name of Bronington to Humber. In each of the three years that this fine ship has been in commission the Division has taken her to sea for four long cruises of 15 days each and 18 week-end cruises, starting in the first week

## PORTSMOUTH COMMAND DRAMA

PERIODIC FLASHES of "good theatre," simplicity of presentation, sincerity of acting, and excellent entertainment were the main features of the twelfth annual Drama Festival, held in the Victory Theatre on March 12 and 13, 1958. The competitors in this, the Central Contest, were competing in Region B which is open to the Portsmouth and the Nore Commands, and to the ships of the Home Fleet in the area; and also for the Portsmouth Command Drama Cup.

The adjudicator for the region, who was selected by the British Drama League, was Mr. Cecil Bellamy.

Four teams only entered for the Central Contest although H.M. Establishments Excellent, Osprey, Collingwood and Dolphin performed plays at their own establishments as part of the festival. In addition, the Staff Officers' Mess performed "Why Not Tonight?" in the Victory Theatre.

On the first evening of the contest the audience was presented with two plays, of contrasting styles. The first a comedy, "The Late Christopher Bean," performed by H.M.S. Dryad, and the second a play in a more serious vein, "Noah," performed by H.M.S. St. Vincent.

### H.M.S. Dryad

As this was an excerpt from a complete play it would have been appreciated if a brief résumé of the play could have been given in the form of the prologue in order to put the audience more in the picture. This applied to all companies who performed excerpts of plays and for the first few minutes the audience did tend to feel a little out of the picture.

The excerpt opened where the doctor's family have just discovered that some paintings painted by Christopher Bean, their one-time patient and now deceased 10 years, have suddenly attained true artistic value. In the opening dialogue we learned from

of March and ending in the middle of November.

The past is illuminated by ceremonial occasions when satisfaction as duty well done cost prodigious effort in leisure time and agonies of doubt. Humber led the R.N.V.R. at the Coronation Review at Spithead in 1953. Humber escorted Her Majesty The Queen in Britannia when she left Teeside for the State Visit to Norway in 1956 and again when she left the Humber for Denmark in 1957. In 1954 Her Majesty The Queen reviewed the R.N.V.R. on Horse Guards Parade and the three days of revision, repetition and rehearsal were perhaps the hardest work of all in the post-war R.N.V.R. This was an honour, and a duty shared by all the R.N.V.R. but the Naval organisation of Her Majesty's visit to and waterborne departure from Hull on May 18, 1957, was a task undertaken and carried through to a successful conclusion by Humber Division.

### Division Grows

From the small beginnings of the hot-pot suppers in 1946/47, the Division had grown by 1957 to a total strength of 550 on Lists 1 and 2. Her influence extended throughout Yorkshire, Lincolnshire and Nottinghamshire and was exercised not only by the members of the Division but through representatives in the universities and schools of Leeds, Sheffield, Nottingham and other cities and towns.

In 1957 the Division was in a position to man five modern coastal minesweepers.

Tradesman branches were well equipped with workshops and machinery and in the winter of 1956/57 the engineering branch completed the annual refit of H.M.S. Humber, saving the expense of the normal commercial refit. Humber did 102 days at sea in 1957 without major breakdown, testifying not only to the competence with which the refit had been effected but also to the strength and enthusiasm of the engineering branch in being able to man so many cruises.

Independent tribute to the Division has been paid by an unofficial history of the R.N.V.R.—"The R.N.V.R.—A Record of Achievement," by J. Lennox Kerr and Wilfred Granville (Harrop, 21s.). Writing in 1956/57, the authors say, "Today H.M.S. Galatea (the Humber Division headquarters) is a fully equipped, highly efficient training establishment, second to none in the R.N.V.R." By the stroke of a pen all this endeavour is brought to nought. Perhaps it is some consolation that as Humber Division R.N.V.R. disappears, so also does the R.N.V.R. itself, absorbed into a unified reserve to be known as the R.N.R. *Sic Transit Gloria Mundi.*

Gweny the maid, played excellently at all times by Mary Morton, that she was having an "intellectual affair" with Bean, and the scene in which she relives these former associations was movingly performed, and would have been enhanced even more if Tallant, a young "art dealer" had shown greater interest in the conversation that was obviously directed at him.

This was a play that was performed sincerely and reasonably well, great attention having been paid to minor details of set, etc. What had been omitted in their direction was, as Mr. Bellamy said "projection, the essential of good theatre and good presentation."

Mike Lee as Doctor Haggett gave a characteristic portrayal of an essential type—the country practitioner.

Others in the cast who distinguished themselves were Hazel Gooding as the rather vivacious, eloping Susan Haggett, and Keith Stobbs as the rather pedantic art connoisseur. All the players, however, performed their parts enthusiastically and provided excellent entertainment.

### H.M.S. St. Vincent

This was the Gosport establishment's first entry in the Command Drama Festival and their debut certainly established their reputation. The play they had chosen to perform was a translation of a French play by André Obey called "Noah."

From the opening scene Ham, played by David Strong, showed himself to be the "angry young man" of his time and the perfect foil to the sincerity and humility of his father.

Kenneth Ives as Noah captured the audience as soon as he appeared and as the play progressed he became more and more convincing.

His tenderness and care with his beloved animals was touching, and tribute must be paid to the performance of the animals, who could so easily have turned the whole performance into a pantomime by over-accentuating their bestial antics.

All the children played their parts rather joyfully and youthfully whilst Mrs. Noah, played by Isla McBryde, kept her disorganised family together quietly and forcefully.

### H.M.S. Vernon

No less entertaining were the two plays presented on the second night of the festival. Last year's winners H.M.S. Vernon gave a performance of "The Defeated," by Norman Holland and H.M.S. Mercury performed an excerpt from "Yes and No" by Kenneth Horne.

The curtain rose on a scene set in a captured French château in 1871. The château was now inhabited by Prussian officers who had abused a great deal the beauty of their surroundings. The play dealt with the boredom experienced by the "victorious army" and the dubious ways in which they sought to amuse themselves.

The three officers played by Geoffrey Trist, Gerald Temple and Raymond Morish gave excellent portrayals.

The Curé played by Terence Tompkins was admirably cast.

The women might have been a little more flamboyant and not quite so ladylike. One tended to think that they were not quite settled in their parts although Rachel the young Jewess, played by Margaret Hudson, dealt admirably with the Lieutenant.

### H.M.S. Mercury

Mercury's excerpt from "Yes and No" called "Jo says Yes" was a difficult play to produce but made a delightful and entertaining contrast to the preceding play.

Roy Gorton as the Rev. Richard Jarrow gave a sound portrayal of a dithering, absent-minded rector, but unfortunately a number of his more amusing lines were lost amidst laughter.

Roger Harris as the rector's curate played his part well but one felt that there was not sufficient contrast between the two.

All the other characters in the play played their parts well and with feeling. Eileen Conway as Mrs. Webb was the typical daily help. Emma Jarrow played by Margaret Martin was all that one would have expected of the rector's wife and her namesake as Joanna, although not quite the Bohemian young lady she was made out to be, played her part sincerely and enthusiastically.

At the end of the evening after Mr. Bellamy's final adjudication the Portsmouth Command Drama Cup was presented to the producer of H.M.S. St. Vincent's play (Inst.-Lieut. D. Hodgson) by Rear-Admiral V. C. Begg, D.S.O., D.S.C., Chief of Staff to the Commander-in-Chief, Portsmouth.



**I always  
say please  
to Player's**

PLAYER'S MEANS PLEASURE FOR ME

[NCC 2061]



## A NEW DARK

A FAST patrol boat H.M.S. Dark Scout powered by a high performance Napier Deltic engine was launched at the shipyard of Messrs. Saunders-Roe (Anglesey) Ltd., on March 20. The naming ceremony was performed by Mrs. W. H. Dann, wife of a Director of the firm, and a religious service was conducted by Canon J. E. Ramage, B.A., Rector of Beaumaris.

H.M.S. Dark Scout is the last of the Dark Class fast patrol boats under construction, and unlike the earlier craft, which are of composite wood planking on aluminium framing, this boat is all-welded aluminium throughout.

The dimensions are the same as those of the earlier boats—71 feet 4 inches extreme length, beam 19 feet. The maximum draught is 6 feet 1 inch, and the fully loaded weight is 64 tons. The hull of the boat is of hard chine form, which has been developed to give good seagoing qualities combined with high maximum and cruising speeds.

Fast patrol boats are constructed so that they can be armed either as gunboats or as torpedo boats, or for a dual role. In the gunboat role they

will mount either a 4.5-inch gun and single Bofors gun, or two single Bofors guns. In the torpedo boat role they will be armed with four single above-water torpedo tubes and one small gun. Rocket flare launchers and depth charge chutes are also fitted.

The Deltic engine has been designed and developed for the Royal Navy by Messrs. D. Napier, of Acton, London, on behalf of their parent company, the English Electric Company Ltd. It takes the form of an opposed piston two-stroke cycle engine and is constructed in triangular form with three crank shafts, an arrangement new to engineering.

The engine will develop 2,500 shaft horsepower at 2,000 revolutions per minute. A striking feature is that the engine and reverse gear weighs only 10,500 lb., and therefore gives one horsepower for every 4.2 lb. of its weight. This is the best power-weight ratio ever achieved in a marine Diesel engine.

Comprehensive radio and radar installations are also fitted. A crew of up to 12 officers and men can be accommodated. Bulk fuel stowage is arranged in bottom tanks under the machinery compartments.

## Regulating Branch Association

STARTING ON April 1, 1958, the Regulating Branch Association is being formed to which all members, past, present and future, of the Regulating Branch may belong. The objects of the Association are laid down as:

- To engender a spirit of unity and good fellowship among all members of the Regulating Branch, and to promote a closer liaison between the different ships and establishments by an exchange of sporting and social visits.
- To provide social and recreational entertainment for members and their families at the Home Ports.
- To provide a Regulating Branch Directory and Magazine.
- To assist, through representation to the R.N.B.T. and other organisations, members who find themselves in need of help. It is not, however, intended that the Association should in any sense be a welfare organisation or should provide financial assistance.
- To extend the comradeship of the service to past members of the Regulating Branch.

## FIRST SEA LORD IN VICTORY



The First Sea Lord recently paid a visit to Portsmouth and spoke to the officers and men of the command. He is seen here lunching in H.M.S. Victory

## HOME FLEET ROYAL MARINES LANDING EXERCISE, SPRING CRUISE, 1958

DURING THE Fleet assembly at Bequia island the Royal Marines of the Home Fleet went ashore in strength to take part in Exercise Crusoe II from February 17 to 18.

On the previous visit of the Home Fleet to the West Indies in the autumn of 1948, incidentally when the present C-in-C., Admiral Sir William Davis, K.C.B., D.S.O., was serving as the Chief of Staff, Home Fleet, Exercise Crusoe had been staged on the island of Tobago, Daniel Defoe's island.

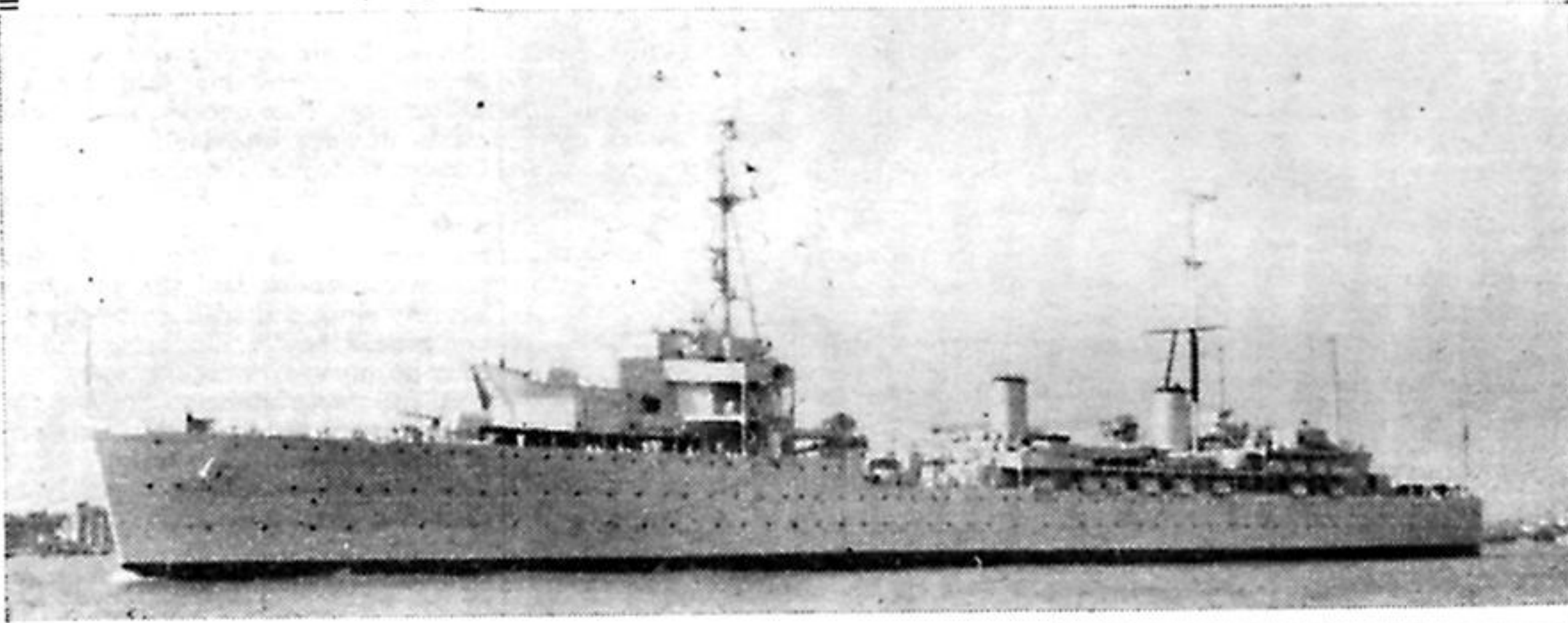
This year the Royal Marines detachments of H.M. ships Ceylon, Bermuda and Bulwark combined to form an infantry company under the command of Capt. G. P. Sandford, R.M., the task being to capture Ben-Ahmed-Carib (played by the Fleet Bandmaster, 2/Lieut. (B.M.) B. J.

Medcalf, L.R.A.M., R.M.) and his merry band of gunrunners.

Landing at Port Elizabeth, Bequia, in the early hours of Monday, February 17, the search for the bandits' lair proceeded for several humid tropical hours. When the "cease fire" was sounded the "Calypso Bandit" was still free though half his band had been captured.

Within the limited terrain of Bequia island, one of exquisite beauty but only seven miles in length, the R.M. detachments then formed a non-tactical bivouac at Spring Farm. From here a programme of sea bathing, a camp fire, morning parade and Prayers, and an impromptu sports meeting, was concluded by the detachments marching back to rejoin their ships on the afternoon of February 18.

## New Flagship of C-in-C., Home Fleet



H.M.S. Tyne, which is relieving H.M.S. Maidstone as flagship of the Home Fleet

## EXCALIBUR ACCEPTED INTO SERVICE

THE SECOND of the experimental high speed submarines, H.M.S. Excalibur (Lieut.-Cdr. J. R. Wadman) was provisionally accepted into service with the Royal Navy on March 22, 1958, from her builders, Messrs. Vickers-Armstrongs, of Barrow-in-Furness.

With the modern version of the diesel-electric propulsion system, which can be augmented by turbine machinery in which the energy is supplied by burning diesel fuel in decomposed hydrogen peroxide, the Excalibur will serve to provide experience in the operation of this propulsive combination and as a fast underwater target to train surface forces in the tactics which would be required to destroy submarines with

high underwater speeds. She will have a maximum underwater speed of over 25 knots.

With an extreme length of 225 ft. 6 in. and breadth of 15 ft. 8 in., she will not be armed.

Her peacetime complement will consist of four officers and 19 ratings.

The Excalibur's special turbine machinery has been developed under the direction of the Admiralty by a special design team at Messrs. Vickers-Armstrongs Ltd., led by Dr. G. H. Forsyth, M.B.E. She is fitted with the latest submarine escape arrangements.

H.M.S. Excalibur was launched in 1955 by Lady Mason, wife of the then Engineer-in-Chief.

## H.M.S. Leopard nears completion

AT PRESENT nearing completion in Portsmouth dockyard is the Type 41 Frigate H.M.S. Leopard.

H.M.S. Leopard is an anti-aircraft frigate of the Leopard class which was laid down on September 15, 1950, and was launched by Her Highness Princess Marie Louise on May 23, 1955.

### Ship Particulars

Length 340 ft. overall, beam 40 ft., speed 24 knots with a complement of 12 officers and about 190 men.

The armament is four 4.5 in. guns in twin turrets, one S.T.A.G., Squid, Mark 6M and C.R.B.F. Directors. All guns being power-operated and fitted with complete blind fire control equipment.

There are eight A.S.R.I. diesel engines in three engine rooms coupled to two shafts: each engine weighs 18 tons and develops 2,000 brake horse power.

The electrical power is generated at 450 volts, three phase, 60 cycles. Four diesel driven alternators are fitted each with a capacity of 500,000 watts. Power points are available on all messdecks for the use of electric irons and razors, the supply voltage at these points being 115 volts at 60 cycles. The capstan, winches, steering motors, galley equipments, laundry,

ventilation, air-conditioning, etc., are all electrically powered.

### Domestic Features

Bathrooms are situated forward and aft, fitted and panelled throughout in the most modern manner. Messdecks are subdivided into small compact messes which have their own heater controls for ventilation. Reading lights are fitted at the bunks and at most of the slinging billets. The ship is fitted with stabilisers and due to her large distilling machinery fresh water under all conditions should be abundant.

H.M.S. Leopard is due to commission at the end of September for sea trials, "working up" in the New Year, and is then expected to continue her General Service Commission on the South Atlantic/South American Station.

### Home Fleet Expedition Training

THE PRESENCE of the Home Fleet in the West Indies has allowed a great variety of healthy activities to be undertaken. Expedition Training (known as "Sherpa" in the Fleet) has proved increasingly popular, and every ship has landed parties of one sort or another. Whalers have been much in use for cruising from island to island, usually down wind, average speeds of six knots over 100 miles being achieved in the splendid warmth of the trade winds. No sailing cutters are carried in the Fleet, or much greater numbers would have taken part.

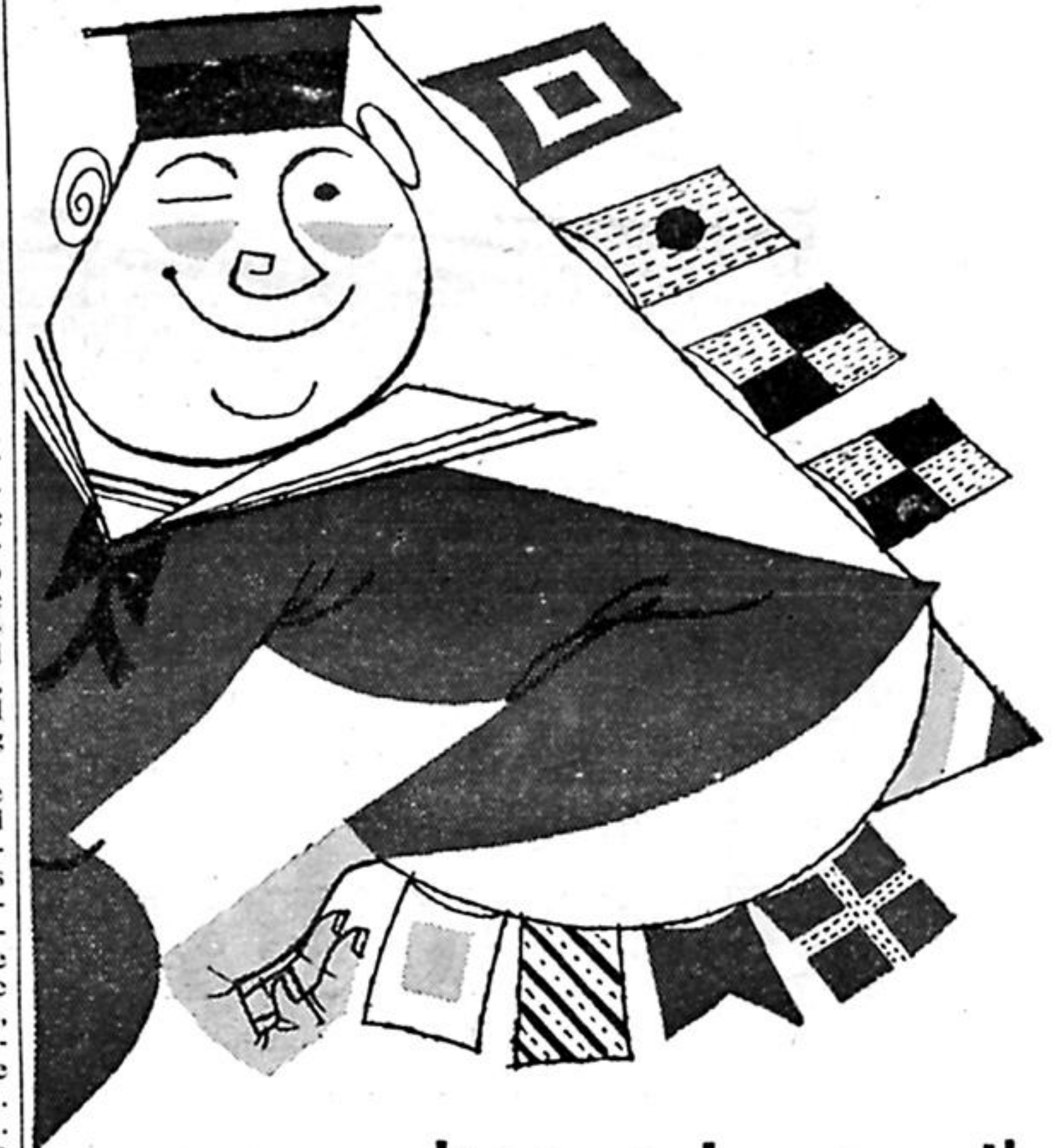
## PORTLAND DOCKYARD

A JOINT deputation from the Weymouth Borough Council led by the Mayor (Alderman Major C. H. Bell, J.P.) and from the Portland Urban District Council led by the Chairman (Councillor A. E. Page, J.P.) accompanied by Viscount Hinchinbrooke, M.P. for South Dorset, and Lord Digby, Chairman of the Dorset County Council, visited the Admiralty this afternoon to make representations to the First Lord of the Admiralty on the Government decision to close Portland Dockyard. Also present were other members of the Board of Admiralty and representatives of the Ministry of Labour and National Service, the Board of Trade, the Ministry of Transport and Civil Aviation, and the Ministry of Housing and Local Government.

The deputation questioned the necessity for the closure and regretted that there had been no local consultation before the decision was announced. They urged that everything possible should be done, including bringing into the dockyard suitable work now done by contract and the extension of the dockyard run-down, to help the redundant civilian employees to find other work in the area, in particular at the new A.E.A. establishment at Winfrith Heath. Among other proposals made was a strong plea that the Government should encourage the expansion of suitable local industries and the introduction of new industries into the area.

### Decision taken with regret

The First Lord thanked the deputation for their visit. He explained that the decision to close Portland Dockyard had been taken with much regret, after a most thorough review of the future needs of the Fleet: there was no alternative to closing the dockyard in July, 1959, and the announcement had been timed to give as much notice as possible to those who would be redundant. Admiralty employment in the area would remain at a high level as a result of the retention of the Naval base and the concentration of underwater research and development establishments. The First Lord undertook that the representations made would be carefully borne in mind and the subject of action where practicable by the Admiralty and other Government Departments concerned in their task of carrying through with the least possible hardship the run-down of the dockyard.



## dressed overall

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Write, or call in when you're next on shore, for the leaflet describing Willerbys special service for men in the Navy.

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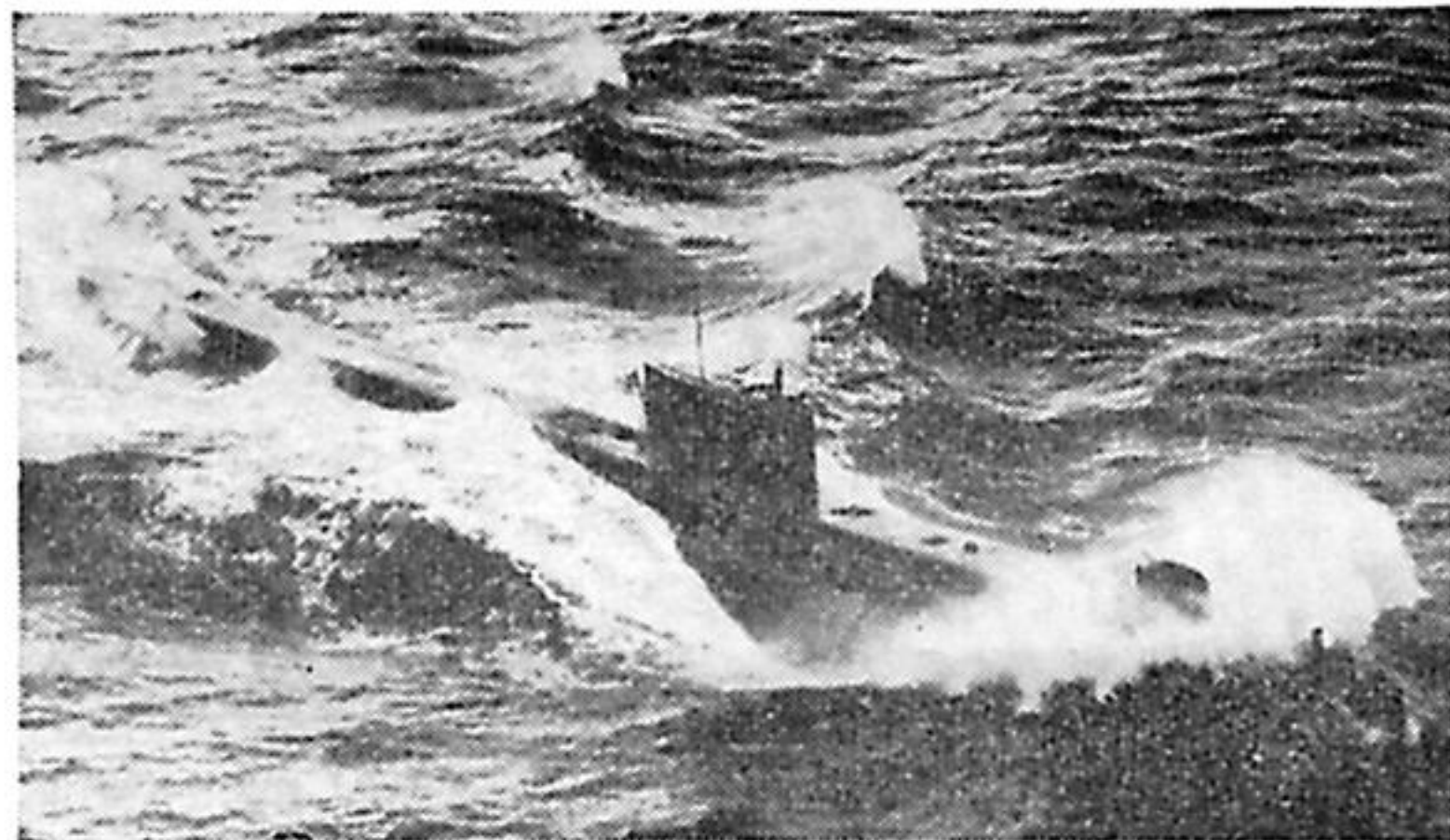
And branches throughout Britain.



# THIRD DIVISION NORTH

## Britain's Forward Line

"HEY, KNOCKER! Just got a pierhead jump to Adamant at Faslane."  
 "Where on earth's that?"  
 "Blowed if I know, there's no mention of the place in the timetable."  
 "Expect it's one of them shore bases in the Antarctic."



H.M. S/M Explorer—experimental high-speed submarine

Thus all too frequently the sailor effects his introduction to the Third Submarine Squadron, but his misgivings are usually dispelled when he discovers that we are permanently based at Faslane in the Gareloch, surrounded by the varied beauties of Scotland's mountains and moors, lochs and lassies, all of which abound in this arm of the Clyde, some 21 miles from Glasgow. He will also discover that a commission served as a member of this famous squadron offers to both submariner and general service rating alike a variety of work and play seldom found in other sections of the Fleet, and whatever his qualifications may be, he has a vital part to play in his support of this all-important arm of the Service, an arm which the First Lord of the Admiralty recently referred to as the ultimate weapon of the future.

### War History

The Third Squadron was formed at the outbreak of war in 1939 at Harwich, moving the following year to Rosyth; at the end of 1941 it merged with the Second Squadron and shifted base to the Holy Loch on the Clyde, where the new squadron remained until the end of the war. During these years, besides having a permanent number of submarines proceeding on war patrols, the squadron was responsible for working up every submarine completing building or refit. This role continues today.

At the end of the German war, plans were made to merge the Seventh Training Squadron at Rothesay with the Third in order to release a depot ship for the Pacific; as it turned out, this ship was not required, but the Third Squadron shifted base to Rothesay in 1946. More recently the disbanding of the Reserve Fleet, together with the better facilities and shore support available at Faslane, have resulted in a final move to the Gareloch in September of last year.

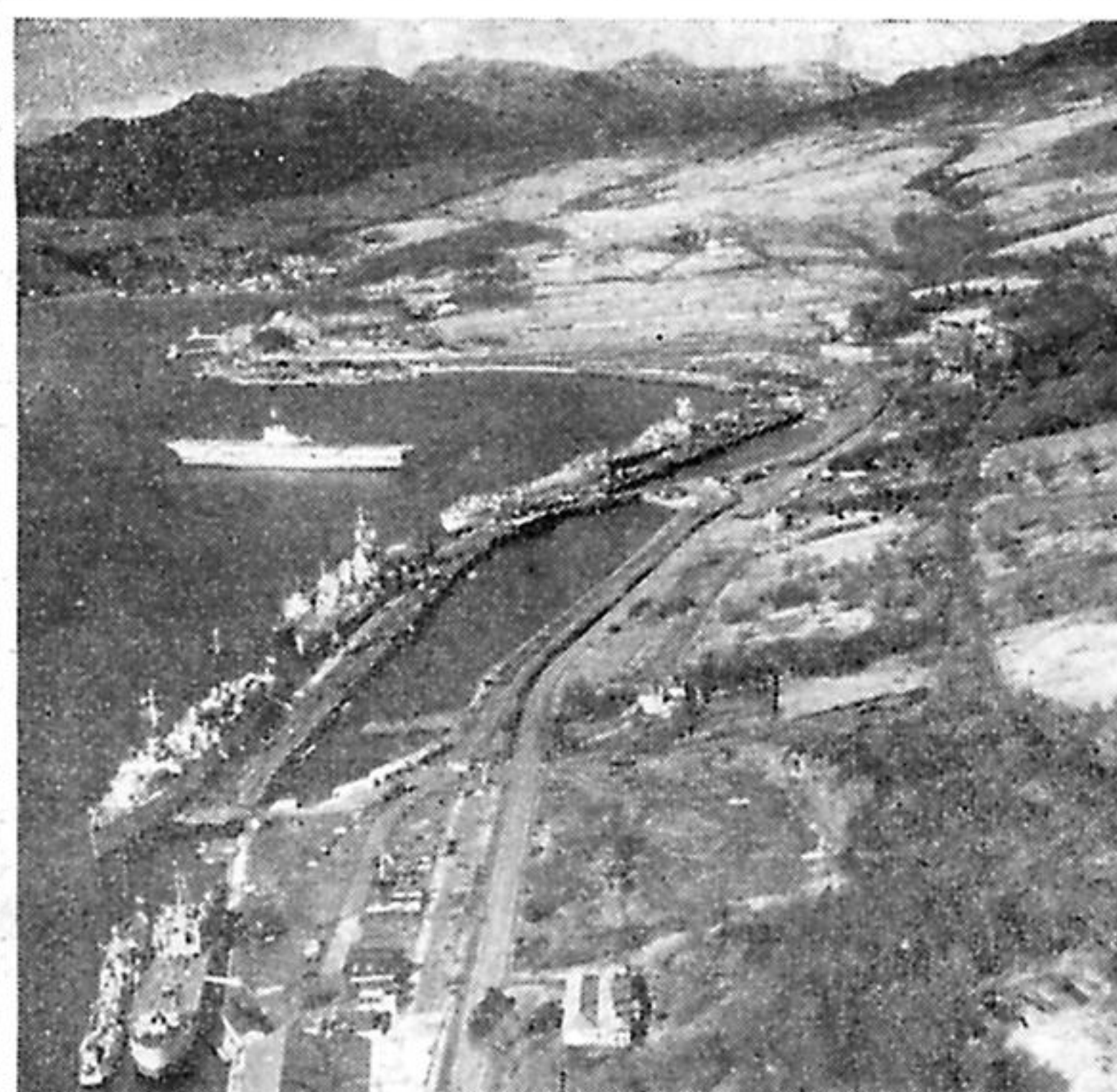
### The Base

The squadron, which is a self-contained task unit, is centred around Adamant (Capt. I. L. M. McGeoch, D.S.O., D.S.C., R.N., Captain (Submarines)), a 17,000-ton floating hotel and dockyard. As squadron depot ship, she must provide every conceivable type of weapon, fuel, store and repair facility, accommodation, offices and recreation for the ships and submarines forming the squadron and its 2,000 men. She was built in 1942 and is to be modernised. In addition, to make up for Adamant's one deficiency, there is Admiralty Floating Dock 58, the very latest in floating garages, which has better accommodation than most frigates. A.F.D. 58 was completed in 1957. The Tank Landing Headquarters Ship Ben Nevis, converted into an accommodation ship, is berthed nearby, and provides extra living space, as well as being the operational headquarters

when Adamant is at sea. Her tank deck, transformed into a cinema, boasts the widest CinemaScope screen in the Navy.

### Spearhead

What is the object of all this? The answer is that the Third Squadron, or the "Third Division North," as we are popularly called, is the principal operational squadron of the Submarine Command in the United Kingdom, and as such her submarines must invariably be on top line. Without the submarines the depot ship and support facilities would not exist, and equally without Adamant and her satellites the submarines could not operate. The number of boats in the squadron varies, and there may be any number from 10 to 15 submarines working from Faslane at one time. At the time of writing, Anchorite, Astute, Tiptoe, Truncheon, Taciturn, Explorer, Excalibur, Seraph and Porpoise are natives, while Ambush, Alderney and Acheron are attached for work-up. Providing surface target services and other duties are Blackwood, one of our latest frigates, and



H.M.S. Adamant at her base at Faslane. The tank-landing headquarters ship Ben Nevis lies ahead of Adamant and the battleship astern is the Duke of York in process of being broken up. The carrier is the Perseus



H.M. S/M Artful leading three other submarines during an exercise

Kingfisher, formerly a deep-sea salvage rescue vessel.

### Operations

The units operate in a far-flung parish and recently we have had at least five boats operating over 2,000 miles from home, while in the deep and sheltered waters of the Clyde the squadron carries on one of its war-time roles of working up newly commissioned boats before releasing them to other squadrons. The permanent units have a variety of tasks mainly confined to evaluating new tactics and equipment, trials of all types and taking part in all major NATO and national exercises of an advanced nature, all of which are vital to the submarine's primary war role as an anti-submarine weapon.

Explorer and Excalibur, reputedly the fastest submarines in the world, with an underwater speed in excess of 25 knots, are engaged in the detailed analysis of very high underwater speeds, another vital field which must be covered in order to gain experience in the new techniques and drills which will emerge with the advent of our first nuclear boat Dreadnought and her sisters. As a change from this they occasionally provide target services for surface anti-submarine forces working from Londonderry.

### New Submarines

The first three of our new large ocean-going boats of the Porpoise class will join the squadron this year: these boats, of 2,300 tons, contain all that has been developed since the war in weapons, equipment and submarine design short of nuclear propulsion. Porpoise herself is at present engaged in first of class trials.

Apart from submarines working up, the only training carried out in the squadron, as opposed to operational work, is confined to qualifying new submarine commanding officers, whose activities are mainly centered round the Clyde areas and the Attack

Teacher at Rothesay, the sole remnant of our old organisation.

### NATO Centre

In addition, we are a certain port of call for all NATO submarines visiting these islands, and hardly a week passes without sighting an American, Dutch, Danish or Norwegian ensign.

Adamant herself leaves Faslane on the average of six times a year. The main cruise each summer is to one or more foreign ports: this summer she

and skiing parties depart every weekend for the slopes of Glencoe, while for the less energetic the countryside abounds in streams and lochs for fishermen. Two good golf courses exist at nearby Helensburgh and Cardross, while for the romantically minded Loch Lomond is literally just over the hill. The Gareloch is the scene of intense sailing activity in the summer months, and the squadron is happily equipped with a five-ton sloop and nine R.N.S.A. dinghies in addition to a number of whalers.

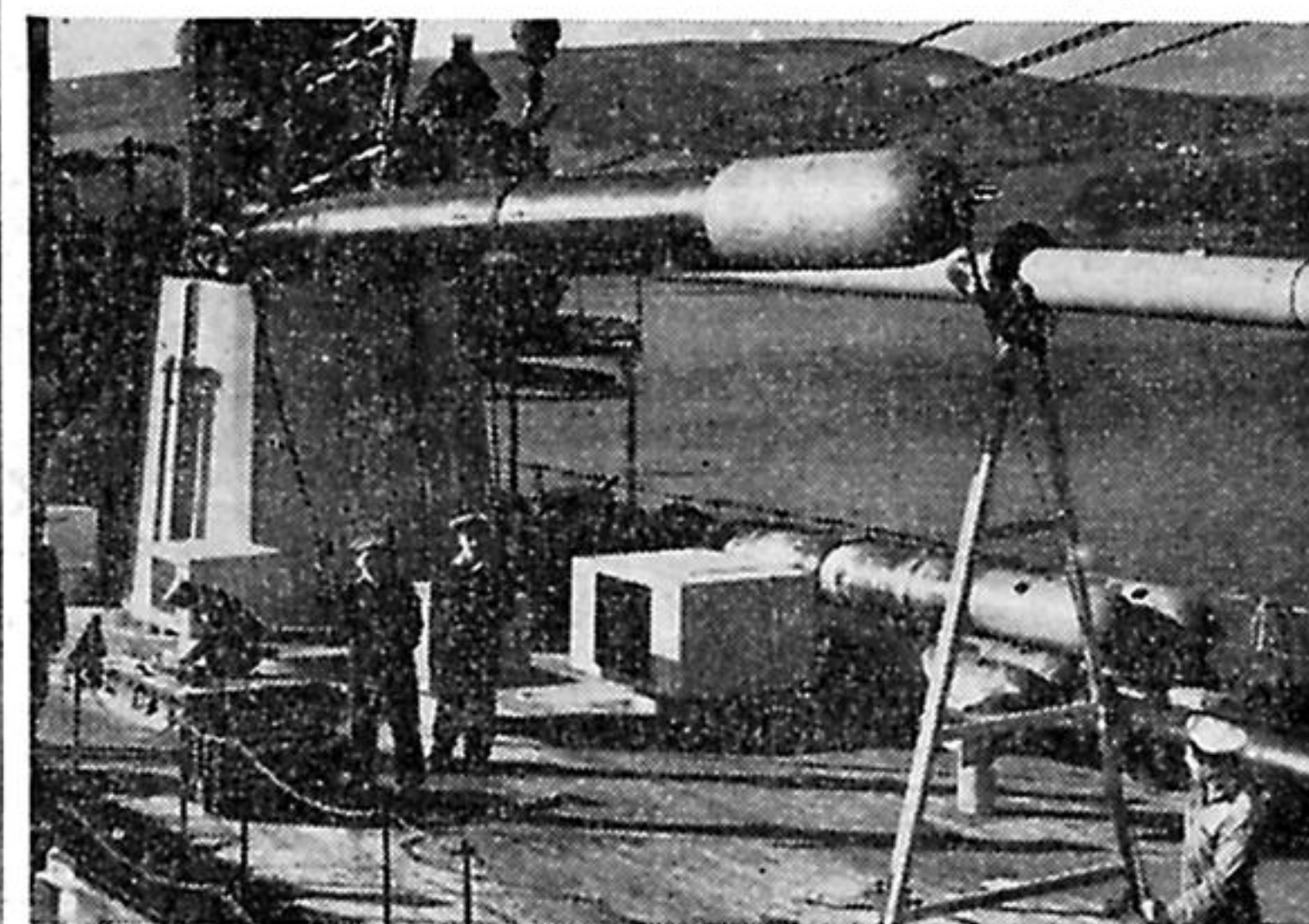
A full programme of indoor sports to suit every taste is within easy reach. Helensburgh only five miles away and the fleshpots of Glasgow satisfy most demands in the way of theatre, dancing and drinking, although there is here an ever-present reminder of one's whereabouts. Only 20 nips to the bottle, and the pubs shut at 9 a.m. However, the Fleet canteen, opposite the jetty where Adamant lies, keeps more southern hours, and is a welcome and popular last port of call.

The law on Sunday denies alcoholic refreshment to anyone who cannot prove he is a bona-fide wayfarer, but oddly enough the law also recognises that all sailors are automatically travellers wherever they may find themselves! The usual squadron amenities of photographic, drama and boxing clubs thrive and welcome new enthusiasts, while tennis, squash and badminton are available locally.

A branch of the Submarine Old Comrades Association (Scotland) was formed recently in nearby Dumbarton with Lieut.-Cdr. C. B. Christie, D.S.C., R.N.R., as secretary.

### Real Estate

For the marrieds, the area presents no more problems than most from a schooling point of view, while more and more accommodation is becoming available as the local populace realise



Kippers for breakfast. Loading torpedoes at Faslane

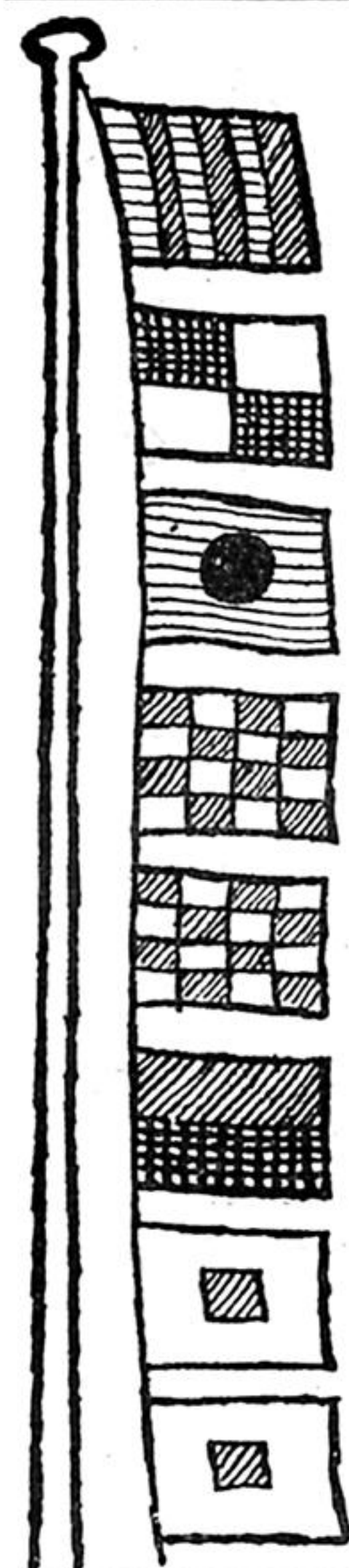
is spending a month in Norway and Sweden.

### Spartan Playground

On the shore side and in lighter vein, horse-racing would appear to be the only enjoyment which cannot be found locally. Sheltered as we are from many an icy blast, all forms of outdoor sport can be indulged in throughout the year. Soccer, hockey, rugby and cricket flourish in due season while the mountains throw a perpetual challenge to climbers. Shooting is available on the moors

that we are here to stay. Full use is made of the Admiralty Hiring Scheme, and already there are 10 officers' and 46 ratings' married quarters of post-war construction; a further 10 officers' and 56 ratings' houses are being built this year. It is appreciated that even then the total numbers will be but a drop in the ocean of what is really needed, but we hope that ever-increasing numbers of quarters will be built as the realisation of the importance of our submarine squadron

(Continued on page 9, column 3)



\*  
GIGFY

The ship, alas, is in distress  
 Supplies are daily getting less  
 Of G and U and I, and yes!  
 Of double N, E, double S.

\*  
which being decoded means  
**GUINNESS**  
**IS GOOD**  
**FOR YOU**



G.E. 2966



## TURKISH VISITORS TO H.M.S. VERNON



His Excellency Refik Koraltan, President of the Turkish National Assembly, inspecting Vernon's guard of honour

ON RECEIVING a report from Ringstead Bay that a mine had been washed on to the beach, a Vernon bomb and mine disposal officer was sent to the scene. During a preliminary investigation of the interior of the mine his suspicions were soon aroused. Further digging revealed a pressure cooker filled with concrete which had probably been used as a sinker! All concerned were relieved and rather amused except the policeman, who had maintained a lone vigil over the offending object for several bitterly cold hours.

A Turkish parliamentary delegation, consisting of His Excellency Refik Koraltan, the President of the Turkish National Assembly, and eight other members of the Assembly recently visited Vernon. They were accompanied by Rear-Admiral V. C. Begg, D.S.O., D.S.C., R.N., the Chief of Staff to C-in-C, Portsmouth, and after visiting the Tactical and Mine-warfare Sections, proceeded to H.M.S. Dolphin.

This month we have welcomed the new Long T.A.S. course and have said good-bye to the old. Vice-Admiral G. B. Sayer, C.B., D.S.C., R.N., Flag Officer Commanding Reserve Fleet, inspected them on their last day in Vernon and afterwards was shown the new buildings. However, recent Vernon staff appointments show that many familiar faces of the "departing" course will in fact remain with us.

The visit of a feature writer of *St. Michael News*, the Marks and Spencer Ltd. magazine, caused considerable amusement on board Deepwater. After Lieut.-Cdr. Franklin had claimed that he was "all St. Michael" under his uniform, one of the reporters, a young lady, was tempted into trying on a deep sea diving dress. A successful pose for a photograph resulted, but the subject was unable to move from this position because of the cumbersome nature of the dress. Judging by her comments after the experience, it seems certain that this branch of the Royal Navy will remain inviolate from female infiltration.

We say goodbye this month to Lieut.-Cdr. N. Hefford, who is leaving the service. (After failing his driving test, he claims to be safe from any career involving commercial travelling.) As the sports officer, he has introduced many innovations to Vernon. "Circuit training" and the new Divisional Challenge Trophy are but two of his new ideas. We would like to express our appreciation for the hard work he has done during his sojourn with us, and wish him well in his future career.

### Sport

The Command netball team will contain two Vernon representatives for a forthcoming fixture. They are L./Wren Fraser and Wren Wayman.

Vernon produced three finalists in the Command boxing championships. A.B. Ridley triumphed in the feather-weight section, while O.A. Miller (middle-weight) and A.B. Deith (welter-weight) lost very close bouts.

The basketball team continue to do well and have reached the semi-final of the Portsmouth and District Cup. They will meet their old rivals Collingwood, hoping to reverse the result of the Command event final.

The final of the Interport Soccer Knock-Out Cup was won by Hecla and Invincible Division. They overwhelmed the Engineers, scoring six goals to their opponents one.

A Pearluef relay is to be run in Vernon in the near future. Ships and establishments of the Command have each been invited to enter a team consisting of two runners. Each team will run for half an hour using any distribution of strength. The longest distance covered will decide the winning team. This should prove to be an interesting new event.

Royal Tournament events are well under way. Lieut. C. B. Filmer has successfully passed to Phase III after winning the Phase II Individual Epee.

Our congratulations go to Lieut.-Cdr. T. Patch, R.N., who recently won first prize in the Oil Painting Section of the Y.M.C.A. Arts and Crafts Exhibition. The exhibition was

open to all forces of the Southern Command.

The title of the play entered by Vernon in the Command Drama Festival proved to be an ill omen. We were in fact narrowly "defeated" in our quest to retain the Drama Cup. It must be admitted, albeit ashamedly, that a small charge, prepared by the Mine Warfare Section for use as a sound effect, failed to explode. The drama enthusiasts are not easily discouraged, however, and rehearsals have already started for Noel Coward's "Still Life." This play, on which the film "Brief Encounter" was based, is to be staged in Vernon on March 26 and 27.

A tailpiece on the subject of films. Recently an advertisement for the feature "The Tommy Steele Story" did not completely cover a previous notice. The resulting caption read—"No rating is excused this muster." Can it be that "rock" has been officially recognised or does someone in authority own shares in "Steel"?

## R.N. & R.C.N. DINGHY RACES

DURING THE combined Home Fleet and Royal Canadian Navy visit to Bermuda it was decided to hold an officers' team race in R.N. dinghies of R.N. v. R.C.N. officers.

Two races were planned with a break in between for lunch and for the teams to exchange boats. After a pre-race briefing in the flagship the teams went out for the morning race in a fair wind. The course and starting facilities were arranged for us by the courtesy of the Royal Bermuda Yacht Club in Hamilton Harbour—the triangular course having a good windward leg up towards Two Rock Passage.

With teams of 14 boats per side the start was quite a sight, boats of opposing teams sticking close to one another to prevent any breakaway. The long beat sorted out most boats pretty well and by the first mark a strong bunch of R.N. boats were in the lead. Owing to lack of time before lunch the course was only one round and resulted in a score of 132½ for the R.N. against 48 by the R.C.N.

The afternoon race took in two rounds of the course in a close battle, with the Canadian team anxious to avenge the morning's defeat, resulting in a score of 127½ for the R.N. and 83 for the R.C.N. Overall this resulted in a win for the R.N. with a total of 259½ points against 131 for the R.C.N. The trophy for this event was presented to the R.N. team by the First Lord of the Admiralty who was visiting the Home Fleet at the time.

(Continued from page 8, column 5)

grows and grows. From the night leave aspect there is a shortage of accommodation in Helensburgh, but a hostel is being organised, whereas Glasgow presents problem with its excellent Y.M.C.A. club and Atlantic and Pacific houses.

Although parting from Rothesay has been quite a wrench for some, the vast majority of opinion in the squadron votes heavily in favour of our new home with its better facilities for travel, recreation and general freedom of movement.

## Move from the North

ON MARCH 31, 1958, H.M.S. Ceres, the supply and secretariat training establishment at Wetherby in Yorkshire, closed down, having been there for 14 years. On April 14, the Royal Navy Supply School (the successor to Ceres in the training of officers and ratings of the supply and secretariat branch) will open in the Royal Naval Barracks, Chatham, where it will occupy the buildings of the former Gunnery School.

Ceres is the last Naval establishment in the North of England, and this final severance of the Naval ties with this part of the country is a sad blow locally, necessary though it is on economic grounds. We have made many friends all over Yorkshire, and it has been our task to represent the Service over an area reaching from Wolverhampton to Newcastle.

### Thriving Pigs

For several years the doings of Ceres used to be reported in the Supply and Secretariat magazine *The Star*, but production costs became so heavy that it was only possible to keep it going with the financial help of the pigs (the four-legged sort), and the last issue of *The Star* appeared in March 1955. Since then our deeds have largely gone unsung. The pigs, however, have continued to thrive and are always the object of much interest as they provide a splendid source of income. They live in one corner of the camp near the ship's company blocks (the ship's company says "too near") and the 0600 cacophony from that corner spreads over the whole camp with reveille. On the only occasion when the pigs are known to have been discontented with their lot, one of them was found asleep in an officer's bed in the early hours of the morning; it is not on record which squealed most.

Ceres' main job, of course, has been the training of officers, ratings and Wrens of the Supply and Secretariat Branch, and during the past 14 years some 25,000 have passed through here. Not only have they been taught to count nuts and bolts and make plum duff, but also a large part of the course is given to general Naval knowledge and parade training, and every-

body has made good use of the sports fields.

### Happy Memories

On the lighter side there are many happy memories to recall. The departure of sub-lieutenants' courses has always been good for a laugh and the camp has been variously adorned as a Butlin's Holiday Camp, a race track for the subs' cars and an advertisement for the promotion of certain members of the staff and so on. The National Service Upper Yardmen (known as Hoods) were also instrumental in the pig incident among many others. And there has always been the racecourse just opposite, where we have happily lost our pay on one of the Postie's dead certs.

During March a large parade was held so that a fitting farewell may be paid to all those who have so befriended us here. The Commander-in-Chief, The Nore, and the Director General Supply and Secretariat Branch, honoured us with their presence, and we were fortunate in obtaining the loan of the Commander-in-Chief's and the Royal Marines School of Music's Bands. Our own Volunteer Band played its part too. Everyone who is anyone from church, civil and service dignitaries to the local postmaster and our next-door neighbours were invited. Ceres has always had tremendous goodwill from the locality and this, and the remarkable enthusiasm for the Royal Navy shown by the thriving Naval Associations and the Sea Cadets despite their distance from the sea, has made our stay in Yorkshire so much more worth while.

Looking to the future, the new Royal Navy Supply School will carry on the training in the same way, the major differences being the change in locality and the fact that the school will be an integral part of the Chatham Barracks. Already we have been made to feel very welcome at Chatham, and nothing is being spared to make us comfortable there, so it is with some regret that we have recently heard that the stay in Chatham will not be much over two years. Wherever they may go, we of H.M.S. Ceres wish our successors all good fortune.

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Member of I.N.T.A.

## H.M.S. APOLLO



AS THE result of a Board of Inquiry instituted by the Commander-in-Chief, Plymouth (Vice-Admiral Sir Richard Onslow), two members of the crew of H.M.S. Apollo are to be court-martialled.

A number of other ratings alleged to have been involved in disturbances on board the ship are to be dealt with summarily by the Commanding Officer of H.M.S. Apollo (Captain S. R. Le Hunt Lombard-Hobson).

Apollo, which has just undergone a refit and whose sailing for trials was delayed pending the result of the inquiry, has now sailed from Plymouth.



## COMEDY AT R.N.A.S. YEOVILTON



The cast

FOR THIS year's Home Air Command Drama Festival, H.M.S. Heron produced the play "Captain Cavallo" by Denis Cannan.

This play is a comedy about the relationship between an Army captain of an occupying power and the wife of an eminent country gentleman of the invaded country. The country gentleman is fanatically religious and puritanical and his good wife is superficially cast in his image—until the philandering Army captain gets to work.

Complications arise when a timid professor, who is working with the country gentleman in the underground resistance movement, changes identity with him, in order that the latter can make good his escape, after a com-

bined sabotaging expedition. The poor wife, Smilja, does not know with whom she is supposed to share her bedroom, her real husband or the professor who has assumed her husband's position and character to confuse the occupying forces' Intelligence. Her personal choice would be neither, but the handsome Army captain, who is being billeted in her house.

There is fine play of mistaken identity in front of the captain and his humorous batman. The climax is reached with an effort to blow up the captain's billet in the barn. Humanitarian feelings of the country gentleman and more especially of his wife insist that the billet be empty during the explosion. All ends well; Captain Cavallo is something of a gentleman as well as an officer.

Adjudicator, Mr. Donald Johnson, praised the performance of the wife, Smilja Darde (Second Officer Barbara Fade) and of the minor parts, The Baron (Lieut.-Cdr. Alastair Anderson), Caspar Darde (Lieut.-Cdr. Arthur Ley), Private Gross, the batman (P.O. George Neill), but considered that the two male principal parts, Professor Winke (N.A.(O) Douglas Brooks) and Captain Cavallo (A.A.3 William Daysh) were miscast and were played by men too young for these mature characters. But we must laud these men for taking on these heavy roles and memorising, without a single slip, such huge spoken parts. L./Wren Helen Blossome, who played Anni, the maid, was too refined for this buxom part.

The setting was good and won the adjudicator's commendation; the effects were excellent—the work of L.A. David Banks.

Lieut. John Calderwood, the producer, earns the thanks of the officers and ship's company of H.M.S. Heron for the great amount of work he put in to provide a splendid evening's entertainment.

## CHANGES IN H.M.S. OSPREY

IN CONTRAST to most of the country, we on the island have had comparatively little bad weather. It is true that the east winds have been blowing much more frequently than usual, and while they have been most unwelcome at divisions, they have kept the sports grounds in good shape. The Inter-Part Soccer League Competition has been played out and Capic's Staff is the champion team, ousting the Seamen's Division from the position which they have held for so long.

When our last notes were written, Osprey's eleven was top of the Dorset Services Mid-Week Soccer League, but three bad games in succession, early in the term, lost them this position. Now, with all fixtures played, their final position (subject to confirmation) is third.

The "Iron Duke" Trophy Competition was held in fine weather. As has been the case in recent years, it was a triangular sixes and sevens competition between Osprey, 2nd Training Squadron, and Chaser and the Submarines. Although 2nd Training Squadron won the trophy, gaining the greatest number of points in the whole competition, an interesting and satisfactory feature of the result was that each unit won a final. Osprey was successful at rugby, 2nd Training Squadron at hockey and Chaser and Submarines at soccer.

No doubt, some people have observed with pitying wonder those rather lonely figures who go on training runs round the island. The perseverance of three members of Osprey resulted in their gaining places in the Portland Naval base team which took part in the Portsmouth

## NEW LINE FOR THE NAVY



A friendly pat on the back for a heifer as it enters its pen on board H.M.S. Loch Fada

THE NAVY'S willingness to lend a helping hand, no matter how difficult or unusual this may be, is well known to people in remote parts of the world. This is particularly so in the Persian Gulf where the Navy helps not only the people of this arid region but also the bovine world.

The helping hand, in this case, is a three-part story:

Part 1.—Some 3½ years ago the frigate Wild Goose presented a miniature Socotra bull to the Bahrain Government for its experimental farm. This gift was gratefully received by the Government, but the bull became lonely and did not fraternise with the local bovine community.

Part 2.—Some two months later, at the request of the Bahrain Govern-

ment, the Survey Ship Dalrymple called at Socotra in the Indian Ocean, while on passage from Zanzibar and obtained a suitable mate.

This story would have had a happy ending had the cow not died while calving two years ago. Since then, the Navy learnt recently, the bull has been morose and disgruntled.

Part 3.—To put matters right, H.M.S. Loch Fada, frigate, obtained two heifers from the Sultan of Socotra and took them on board in a whaler for passage to Bahrain. "The heifers proved to be good sailors, ruminating as the waters slipped by," said a message from the ship.

They were landed at Bahrain where the bull was pleased to see them.



"... Fashion conscious, indeed! You don't see the Petty Officer or myself running around in short skirts just because it's the fashion."

Command Spring Cross-Country Championships. They must have derived satisfaction from the fact that the team finished sixth against first-class opposition over a completely strange course.

### Social Activities

On the social side, we have exchanged visits with Danish and Dutch squadrons visiting the base and had our professional interest stirred by the visit of U.S.S. Skate. The Osprey Players are now in the throes of final rehearsals of "Black Chiffon," which is our entry in the Drama Competition at the end of March.

So many changes in personnel are now taking place that it is impossible to mention all individually, but the retirement of Cdr. "Snowy" Eyre must not pass unrecorded by us. We all sincerely hope that he will enjoy many happy years of successful farming. As his successor, we welcome Cdr. Bayne and trust he will have an enjoyable commission. We cannot fail to remark, also, upon the gap left in the ranks by the departure of that well-known "figure," P.O. Buxton, until recently President of the Petty Officers' Mess. We wish him a happy commission in the local squadron.

(Continued from column 1)

### A.B.A. Junior Championships—Semi-Finals

J./Sea. Husk and J./Bug. Cooper next appeared in the higher stage of the A.B.A. Junior championships, the semi-finals, which took place at the Albert Hall, London, on March 24. J./Sea. Husk was very narrowly beaten in his semi-final bout whilst J./Bug. Cooper reached the final, where he was beaten and in which he fought with an injured hand. Husk's victor eventually won the championship in his weight.

## IMPERIAL SERVICES BOXING

The winners at each weight in the R.N. Junior championships competed in the Imperial Services Boxing Association Junior championships which were held at the Army Apprentices School, Arborfield, on February 27 and 28.

This meeting was a very successful one for the R.N. juniors as they succeeded in capturing no fewer than 11 I.S.B.A. titles.

### A.B.A. Junior Championships—Quarter-Finals

The winners of the I.S.B.A. Junior Championships went forward to a quarter-final of the A.B.A. Junior championships in which they met the winners of the pre-Service organisations championships, that is the Sea Cadet Corps, Army Cadet Force and Air Training Corps.

Our juniors again boxed well and produced two winners, J./Sea. Husk and J./Bug. Cooper, and a runner-up, J./Sea. Salcombe.

(Continued at foot of column 3)

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## AMBITIOUS ABBOTSINCH

AFTER WHAT might be called a run of light comedy, the Station dramatic team under Instr.-Lieut. Martin's production and Third Officer Rutherford's direction, decided to try its hand at something more serious and more ambitious for this year's Royal Navy Drama Festival.

They accordingly put on a production of Jean Anouilh's "Antigone," on March 10, for the visit of Mr. Donald Johnson, the adjudicator appointed for this Command by the British Drama League.

For those who do not know the play, the theme is quite simple—the rift between idealistic youth and maturity made cynical by compromise and the dictates of expediency. It is an old, old story but with the worrying moods of modern occupied France providing Anouilh's inspiration for this version.

The theme is simple, but the play is not; every character counts for something; there is no irrelevance and no room for weakness in portrayal. The team had, in fact, to be brave to attempt the play, considering it both as an attempt to win an experienced adjudicator's approval and as entertainment for the ship's company.

### Good Performances

The king, Creon, was extremely well acted by Inst.-Lieut. Martin himself. Antigone herself, played by Wren J. Ellwood, came across very pleasingly, although the performance was perhaps in too light a vein considering the tragic part Antigone knows throughout she is finally to play and the will which drives her on to her chosen death. Nevertheless, it was a very commendable effort at a difficult part.

The part of Haemon, the young man to whom Antigone is betrothed, another difficult one, was played by Naval Airman B. Wellham. The attempt here did not quite come off,

although still very praiseworthy; it called for the expression of devotion—indeed passion—despair, perplexity—almost the full range of emotions—from a young man with only a little previous stage experience; one hopes that with a part of this sort under his belt, he will feel more confident next time.

First Officer McGhee spoke the Chorus extremely well and her appearances throughout did much to help maintain the level of the play.

Supporting parts—all with their importance and difficulties—were taken with varying success but in all cases with praiseworthy spirit by Wren S. Raines (Ismene), L./Coder T. Udall, P.O. G. Kerr and Lieut.-Cdr. J. Whale (the three Guards), Wren A. Heath (Page), Naval Airman J. Phillips (Messenger) and Wren J. Warren (Eurydice).

Work back-stage was admirably carried out under C.P.O. Dean and included some excellent painting and costume-making.

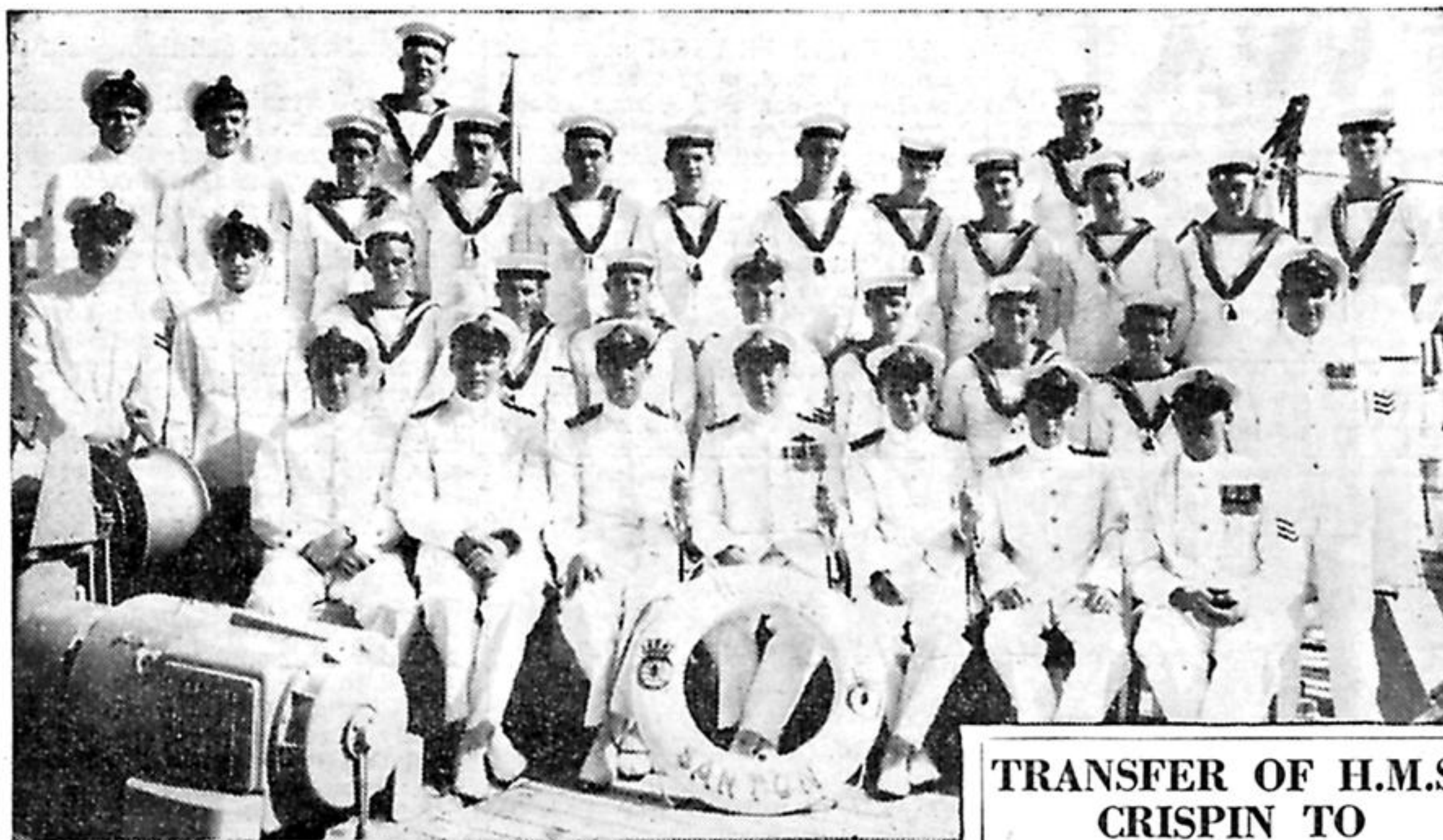
"Antigone" is not by any means a certainty, of course, when it comes to entertaining the ship's company. However, it can be truthfully stated that the very fair number who paid to see this performance, were held throughout—were, in fact, a very good audience. The reception of something comparatively highbrow was, in fact, a success in itself.

Different adjudicators have, of course, different ideas about the aims of the Royal Navy Drama Festival. One has known comment to the effect that the choice was unambitious, or that Naval casts should stick to comedy, or that it was time they tried something a little more dramatic.

Mr. Johnson on this occasion gave a very amusing summing-up, the gist of which seemed to be that one must cut one's suit according to the cloth. One finds this, however well-intentioned, a frustrating theme; who is supposed to improve the cloth?



# ONE OF THE LITTLE SHIPS—H.M.S. SANTON



H.M.S. SANTON, 1957/8

Back row: L./Sig. White; L./Sea. Palmer  
 Third Row: S.B.A. Pritchard, L./Ch.(S.) Astley, A.B. Reid, E.M. Jones, M.(E.) Peterson, Ord. Williams, L./M.(E.) Johnson, L./Tel. Lingard, L./Sea. Naylor, A.B. Carter, A.B. Watkins, A.B. Watson  
 Second Row: P.O./M.(E.) Peet, L./Stwd. Wilton, M.(E.) Bent, A.B. Brockway, L./M.(E.) Rainer, P.O./Elect. Collins, M.(E.) Gallagher, A.B. Green, A.B. Solman, P.O./M.(E.) Beardsley  
 Front Row: E.R.A.(3) Reed, Midn. Palmer, Lieut. Tuke, Lieut.-Cdr. Arbuthnot, Sub./Lieut. Sneath, Midn. Sherwen, P.O. Hayes



A fine "bows-on" view of H.M.S. Santon

OUT HERE in the Med we look forward to getting our NAVY NEWS and reading of the doings of other Pompey ships; however, we wonder whether perhaps some of the other readers would be interested to hear what we've been up to. Of course, we are a small ship—a coastal minesweeper of the Coniston class, for the benefit of those few who have never heard of us. We have five officers and 26 ratings and we are on a "Local Foreign Service" commission in the Mediterranean together with seven other "tons" who combine to make up the 108th Minesweeping Squadron.

We've recently had several changes in the ship's company, so if any reader would like to hear more about us and what we do, why not contact P.O.M.(E) Bob Beardsley or L.M.(E) L. Johnson who will be around the Barracks shortly after their "F.S.L."? Or there's L./Sig. Malcolm White, whom the communicators may well find at H.M.S. Mercury shortly.

Ours is a full life as we divide our time pretty well equally between Malta and Cyprus. When in Malta there are plenty of minesweeping and other exercises to keep us busy, not to mention the eagle eyes of the Inshore Flotilla Staff in H.M.S. Woodbridge Haven. In Cyprus we're kept busy on the Cyprus patrol whose aim is to prevent arms being smuggled in to the terrorists. Even this patrol has its compensations; Cyprus is a lovely island and there are numerous deserted bays, beaches, and islands off which we sometimes anchor during the day and then send ashore bathing parties. We also occasionally go off

on visits to such places as Bierut which, we've found, caters for every taste from archaeology to the study of the female anatomy!

On the whole, we enjoy ourselves and feel that we're doing a worthwhile job—even those of us who take a bucket on watch when it blows up a little.

## MIDSHIPMEN RETURN FROM MEDITERRANEAN CRUISE

ONE HUNDRED and fifty midshipmen and cadets returned to Dartmouth in ships of the Dartmouth Training Squadron after a six weeks' Mediterranean cruise, early in March.

H.M. ships Vigilant, Venus and Roebuck left the United Kingdom at the end of January for Malta and during the past few weeks the midshipmen have crammed a wealth of interest and experience into their training—flights in aircraft from the decks of H.M.S. Eagle and H.M.S. Ark Royal, trips in submarines "hunted" by the Fleet, transfers from ship to ship by helicopter, the firing of guns, torpedoes and depth charges; rowing, swimming and boat handling.

For many, the highlight of the cruise was a three-day visit to the Italian Naval Academy at Leghorn, where the squadron received a warm welcome, emphasising the reality of the NATO alliance. There were also visits to Florence, Pisa and Gibraltar.

Midshipmen from Australia, New Zealand, Pakistan, Malaya and Ceylon are serving in the squadron.

## TRANSFER OF H.M.S. CRISPIN TO PAKISTAN NAVY

THE CONTROLLER and Third Sea Lord, Admiral Sir Peter Reid, K.C.B., C.V.O., transferred H.M.S. Crispin to the Pakistan Navy at a ceremony at Southampton on Tuesday, March 18. It was afterwards renamed P.N.S. Jahangir by H.E. the Begum Ikramullah, wife of the Pakistan High Commissioner in London, H.E. Mr. Mohammed Ikramullah. The latter accepted the ship on behalf of his government.

During the transfer, the ship's book was presented by the Controller to Mr. Mohammed Ikramullah, and the White Ensign and Union Jack were then hauled down and the Pakistan Ensign and Jack hoisted in their places.

After a short religious service on board following the renaming, the Begum Ikramullah unveiled the new ship's nameplate on the after superstructure.

H.M.S. Crispin, one of the first all-welded destroyers to be built for the Royal Navy, has been refitted and modernised at the Southampton repair yard of Messrs. John I. Thornycroft and Co. Ltd. Since commissioning in 1946 she has operated from Londonderry with the Third Anti-Submarine Training Squadron and taken part in a number of Home Fleet cruises. She has a full load displacement of some 2,500 tons and an overall length of 362 ft., beam measurement of 35 ft. and draught of some 10 ft.

## H.M.S. CEYLON CLIMBERS IN ST. VINCENT

DURING THE recent visit of the Home Fleet to the West Indies, small parties were sent from the Fleet, then at Bequia, to spend two days climbing the various peaks in St. Vincent, and to live on their own resources at that time.

Entering Buccament Bay, we were met with an enthusiastic welcome by the local folk, and throughout our visit to this charming and unspoilt island, we encountered nothing but extreme politeness and friendliness.

Ceylon's party consisted of two officers and six ratings and we set off for the northern part of the island, some 12 miles away as the crow flies, for the aim for the first day was to get within striking distance of the 4,000 feet extinct volcano Soufriere. We wished, on the second day, to reach the highest point and yet leave time to descend and get to the south-east corner of the island by sundown when we were due to be picked up. We were fortunate enough to be helped along the road by a lift in a small lorry, but what an experience! The road was the steepest, the narrowest and most exposed most of us had ever been on. The end of the road was the village of Chateaubelair, and from there we set off towards the base of our objective, which could be seen with its summit in cloud. We had a delightful swim in a deep pool of the swift-flowing Richmond River, and by 5 o'clock in the afternoon we were over 1,000 feet up on a narrow path leading along the crest of a long ridge forming one of the main buttresses of the mountain.

### Above The Tree Line

We pitched camp and most of us passed a fair night, disturbed by a little rain. Starting just after six the next morning, our mountain was still hidden in the mists. We were soon above the tree line and suddenly we were standing on the lip of the main crater. We saw a great pit half a mile wide with sheer walls falling between 600 to 1,000 feet.

After a short halt the party commenced a traverse along the left arm of the crater to reach the highest point two miles away. To do this we had to descend the steep gully and then ascend some 1,500 feet of steep slope to gain a long serrated shoulder which constituted the deep wall of another ancient crater. This was hard work, being very steep and the undergrowth dense. By 10 o'clock we had reached the final ridge and were scrambling along an awkward knife-like edge wreathed in many streamers of mist.

(It would be interesting to know if

the peak has been climbed from that side before—certainly the local inhabitants would never dream of trying it.)

We started to retrace our steps at 10.30, and after a descent for some 600 feet we entered upon a wide expanse of lava, which marked the site of the 1901 eruption. When almost at the end of our tether, being extremely thirsty, we came upon a river, and spent a glorious half an hour reclining in its cool waters, and soon covered the distance to Georgetown, and enquired if there was any local transport leaving for our pick-up point, Calliacqua, some 15 miles away. A police jeep was produced and we were soon at our destination.

Some of the other parties were in the vicinity and from them we gathered that they also had had their troubles, but none had been as far or as high as we of Ceylon.

## FORCES MOTORING CLUB

THE FORCES Motoring Club has made progress that really deserves attention. Started in 1953 by half a dozen serving and ex-Service motorists it has become one of the half-dozen biggest clubs based in the kingdom and has thriving and active branches providing sport and social facilities in two German towns as well as in Malta, Antwerp, Nairobi, Aden, Singapore, Kuala Lumpur and a number of places in Britain. In Hong Kong, Cyprus, Nigeria, and Ghana there are now members carrying out preliminary work to form branch committees.

When it is considered that the club is "privately owned and run" by its members as a non-profit company without any sort of subsidy, such progress is impressive. Some very good economic privileges are available, but are not divulged to non-members as "bait." The club prefers entrants attracted by good-fellowship between the three Services and their Old Comrades.

Joining the club costs two guineas (which includes the first annual subscription of £1), and an attractive car badge is available. There is a printed quarterly magazine sent to each member and although there are "stiff" rallies for enthusiasts, most runs, treasure hunts and "noggin and natter sessions" are designed for families with elderly and gently preserved vehicles. There is now an office with a small staff looking after the "bump" at 8 Rosoman Street, London, E.C.1, telephone TERMINUS 7482, where details may be had.

## How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

\* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want. How do you set about all this?

That's easy. Ask for details of the Progressive Savings Scheme.



— Send this coupon to 246 Bishopsgate, London, E.C.2 —

Please send full details of the Progressive Savings Scheme

Name .....

Address .....

Rating or Rank..... Age next birthday.....





# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

## CALENDAR

**Blackpool**  
June 28.—Annual Conference.  
**Hounslow**  
April 18.—Entertains Brentford and Chiswick at Dance.  
May 10.—Birthday Dinner.  
**Brentford & Chiswick**  
April 18.—Visit to Hounslow.  
**Cheam & Worcester Park**  
April 5.—Visit to TV Studio.  
May 10.—Ladies' Dance.  
June 15.—Branch Outing to coast.  
**West Ham**  
April 27.—Dedication Ceremony.  
**Thame**  
June 22.—Dedication Ceremony.  
**Gosport**  
April 5.—Social and Dance.  
May 10.—Dedication of new Branch Standard.  
**Rosyth & West Fife**  
April 20.—Dedication of Standard.  
**Dorking**  
May 24.—Dance.  
**Ashford (Kent)**  
April 13.—Visit to Dover.  
**Darlington**  
May 11.—Dedication Ceremony.  
**Purley & District**  
May 17.—Silver Jubilee Dinner at Rose and Crown, Kenley.  
May 18.—Silver Jubilee Parade and Drumhead Service in Purley Rotary Field.  
**Newton Abbot**  
May 4.—Dedication of Standard.  
May 4.—Annual Rally No. 4 Area.  
**London (Central)**  
April 26.—Annual Dinner and Dance, Barrington House, Gresham Street, E.C.2.

## VENUES

**London (Central).**—The Rising Sun, Carter Lane, E.C.4. Third Friday each month, 7.30 p.m.

## We Will Remember Them

Shipmate John P. Aherne, founder member and hon. secretary of Sherborne Branch.  
Shipmate S. F. (Sam) Hiscock, member of Devizes Branch.  
Shipmate William Hofton, member of Aberystwyth Branch.  
Shipmate Richard Hofton, member of Aberystwyth Branch.  
Shipmate Evan Daniel, member of Aberystwyth Branch.  
Shipmate Ernest George Searle, founder member of Purley and District Branch.  
Shipmate Capt. C. F. R. Cowan, D.S.O., D.L., J.P., R.N. (ret'd.), President since formation of Warwick Branch.

## ANNUAL DINNER AT RYE

SHIPMATE GOLDSMITH is now back in harness and he wishes us to say how grateful he was for kind messages and assistance during his illness. The annual dinner was held on March 24 and we were pleased to see our new patron, Admiral Sir Edward Parry and Lady Parry with us. Our wives were present in strength and we feel that everyone had a most enjoyable evening. Rye Branch meets on the second Monday of the month and although our numbers are small we all look forward to the meetings.

## CHILDREN'S PARTY AT TRURO



## DURHAM SHIPMATES AT NO. 11 AREA DINNER

IT WAS pleasing to see so many of our branch members at the No. 11 Area Dinner at Warlington last month. Surely we must hold the record as No. 11 president, Rear-Admiral Hutton is a member of the Durham City Branch, so is Rear-Admiral Laybourne, who was guest of honour, and so also is Peter Clarke the hard working area scribe.

We enjoyed the evening but it does seem a pity that we have to go outside our own members for "entertainment." After all, Jolly Jack was always a notoriously funny fellow! But now our efforts are centred on the annual conference in Blackpool on June 28. Already "money bags" Ray Mitchinson has got a bus booked for the week-end and is now going ahead with the procuring of digs. With delegate Dick Heron "carrying the banner" No. 10 area will be sure of our support on the Sunday dedication. Recently Shipmate Jack Pearce—now known as "Scurrs"—has grown a most beautiful "set" complete with waxed moustache, to enter for a local "best beard" contest. Despite its undoubted splendour Jack was unplaced. In conclusion, has anyone seen the mess deck dodger?

## No. 4 AREA RALLY AT NEWTON ABBOT

THE ANNUAL Rally of the Royal Naval Association, No. 4 Area, will be held on Sunday, May 4 at Newton Abbot. The dedication of the Newton Abbot Branch standard by the Bishop of Plymouth, at St. Leonard's Church, Wolborough Street, Newton Abbot, will be combined with the rally. The service is at 3 p.m.

The parade will assemble in Courtenay Park (near Newton Abbot Railway Station) at 1.45 p.m. and will march off at 2.25 p.m. headed by a Service band.

The inspection will take place and the salute will be taken by Capt. W. J. Munn, D.S.O., O.B.E., Royal Navy.

After dismissal tea will be served and the band will beat the retreat at approximately 6 p.m.

THE TRURO Branch held a very successful party for the children of its members on Saturday, February 8. The St. John Ambulance hall was tastefully laid out for the occasion.

Games were organised by our chairman Shipmate Simpson and the social secretary, Shipmate Gilbert. About 40 children sat down to a very tasty tea.

## DARLINGTON LOOKING FORWARD TO DEDICATION

WE, IN Darlington, are pleased to be able to say that we are still going along nicely, and as the year is getting under way, so is our branch with its activities.

The No. 11 Area meeting and "Stag" dinner was held in Darlington on February 22 at the "Fleece," and we had great pleasure in welcoming Rear-Admiral Hutton, of Durham, and Rear-Admiral Laybourne, of Durham, also all the delegates from No. 11 Area, which included Durham, Darlington, Doncaster, Hull, Hartlepool, Sheffield, Wingate, and last, but not least, delegates from the newly formed branch at Philadelphia (Co. Durham). This branch may be the smallest but the enthusiasm of its representatives speak well of the future.

The fourth annual dinner and dance of the Darlington Branch was held in the Imperial Hotel on March 1, the principal guest of the evening being Mr. W. Sparrow, a former Commissioner of Police for Hong Kong. Speakers during the evening were Councillor J. Angus, Shipmate J. B. Goldworthy (branch president), Cdr. Cummings, Mr. W. Sansom and Shipmate A. Meehan, and all were kept in order by Shipmate J. Wilson (branch chairman). It was a delightful evening.

The next item on our programme is what we here in Darlington consider to be our biggest project since we opened our own club premises, namely, the dedication of our new standard. A determined effort is being made to make this one of the most impressive parades that Darlington has seen for a very long time. Once upon a time we had a "pipe dream" of what we thought we would do for "our" dedication, and now everyone—officials, members, ladies' auxiliary section, and well wishers of the club,

SHERBORNE BRANCH news must open, with regret, upon a sad note in recording the death of Shipmate John P. Aherne which took place at his home on February 25, 1958, aged 64 years. He was a founder member of the branch and had been its hon. secretary from inauguration in 1951 until January 28, 1958, and was indeed the "backbone" of the branch, entirely unselfish in his devotion to duty for the benefit of his shipmates, a duty carried out even during sickness which preceded his decease by some 18 months. He will be sorely missed by

his shipmates here and throughout the area.

We are fortunate that an Associate Member, Mrs. D. M. Attfield, has volunteered to take over the duties of hon. secretary, the appointment being confirmed at our Annual General Meeting held recently with our president, Admiral C. H. Fox, C.B., in the chair. Apart from the change of hon. secretary, and the appointment of Shipmate F. Foot as chairman and Shipmate E. A. J. Evans as vice-chairman, the usual "crew" were detailed for the next 12 months. Shipmate R. C. Kimberley, hon. treasurer, who had also been acting hon. secretary for the past year, reported a sound financial position and a slight increase in membership. The new chairman thanked his "crew" for their support during the past 12 months, particularly at branch dances, and hoped for their continued support. In contrast to the sad news above, our Hon. Chaplain the Rev. W. Carroll, recently had the pleasant task of congratulating our oldest member, Cdr. F. J. Russell on attaining his 95th birthday and collected the following brief details of Cdr. Russell's Naval service which may be of interest to older shipmates:

Cdr. Frederick John Russell (Rtd.) resident at "Ashcombe," King's Road, Sherborne, was born on September 24, 1862, in Sherborne, Dorset, and is now in his 96th year. He joined the Royal Navy as a boy seaman on May 21, 1878, at Portsmouth. His first commission abroad was on H.M.S. Alexander to the Med., and was present at the bombardment of Alexandria in 1882 and subsequent operations. After a course of gunnery in H.M.S. Excellent he was commissioned to H.M.S. Torquise for service in the East Indies for the suppression of the slave trade. In the war of Upper Burma, after the surrender of Mandalay, he went further up the river as far as Bahamo and, after completion of hostilities the ship returned to her usual duties on the east coast of Africa, Zanzibar being her H.Q. In May, 1887, as Coxswain of the Pinace, an engagement took place off the coast of Pemba, in which they captured a slave dhow, rescued 53 slaves, and during which action he was shot in the left ankle, with the rest of half the crew wounded. Landing on an island, they were there for 11 days before medical assistance arrived. The Admiralty, as an award for this, notified him that, if he passed the examination for Warrant Officer, it would be granted immediately. Having been successful in the examination, he returned home and completed the gunnery course in H.M.S. Excellent. As acting gunner he was appointed to H.M.S. Emerald for North America and the West Indies. When the Gunboat Lily was wrecked on the coast of Labrador he was in charge of the divers on salvage operations. For six years he was instructing Gunner at Sheerness and Whale Island. He was then appointed to H.M.S. Juno, used as one of the escorting ships to Australia for the opening of Parliament by Prince George. His next appointment was back to the Staff of Whale Island and, at the end of this duty, was appointed to Bermuda Dockyard. Then he was appointed to H.M.S. Renown as a Training Ship, and then back to Whale Island as Chief Gunner and Lieutenant of the Island. Then to Portsmouth Dockyard in charge of gun mountings, during which time he was appointed Lieut.-Commander. His last appointment was on the Staff of the S.N.O., Aberdeen for the supervision of trials and the commissioning of Trawlers and Drifters in that area. He retired from the Royal Navy on June 30, 1920, having been kept on for three extra years owing to the First World War. A life service of almost 43 years.

After his retirement he was prominent in the affairs of the town and was a Founder Member, with Capt. Warley, of the Sherborne Branch of the British Legion. On inauguration of the Sherborne Branch, R.N.A., in 1951, he immediately enrolled as Honorary Member, taking a keen interest in the branch's affairs and donating sums to its finances. Until comparatively recently, since when illness has confined him indoors, he was always to be seen in his garden, which he kept ship-shape and Bristol fashion and a joy to see.

We shipmates of Sherborne Branch think the above is a unique record of Naval service and possibly cannot be equalled. If any of the older shipmates who hear of this and can recollect any of the experiences either this branch or Cdr. Russell will be pleased to hear from them.

served and prepared by the ladies of the branch to whom a very hearty vote of thanks is due for the success of the whole venture.

After tea the children were entertained to a movie show under the charge of Mr. Stevens. Before going home very tired and happy each child was given a bag of sweets and fruit.

including Sir R. Ropner and Co. (remember Ropner's Navy?), who has given us a donation—have all helped to make this dream a reality. One person who should be mentioned personally in this honours list is Shipmate J. B. Goldworthy (branch president), who, although a very busy man, has spared neither time nor expense on his part in arranging and organising for this ceremony. He has been very fortunate in obtaining the very willing consent to take the salute of Cdr. John Kerans, D.S.O., R.N. (Rtd.), who, when in command of H.M.S. Amethyst, made that most dramatic dash down the Yangtze River, an exploit that brought a surge of pride into the hearts of everyone who has had any connections with the Navy. The ceremony is arranged for approximately 2 p.m. on Sunday, May 11, at St. Cuthbert's Church, Darlington. There are one or two items still to be fixed. We are hoping that a full band from the Royal Marine School of Music, Deal, under the musical direction of Lieut.-Colonel F. Vivian Dunn, C.B.O., F.R.A.M., R.M., who is the Principal Director of Music, will be in attendance. (This will be an attraction that Darlington people haven't witnessed for many a year.) After the parade, everyone concerned will be invited to tea, which will have to be held in the local Drill Hall, Larchfield Street, and it is proposed, if at all possible, to have a concert after the reception in the Drill Hall.

## Open Invitation

We earnestly request that all branches will do their best to make this ceremony an outstanding one for Darlington. The members here have done their best, but we are quite aware that it could come to naught without the co-operation of other branches, and we sincerely hope that as many as possible will send delegates and standards. If a personal invitation is not received, will branches please accept this as an open invitation to all of you. We intend to make everyone welcome and comfortable but we must know for certain the approximate number that we shall have to cater for. It is imperative that branches should inform our hon. secretary of the number wishing to attend as soon as possible during April. The address is: Hon. Secretary, R.N.A., W. E. Crawford, 5 Arundel Drive, Cockerton, Darlington, Co. Durham. So please don't forget to help us to make you comfortable.

## West Ham's Full Month

We are laying-up our old Standard and dedicating the new one on Sunday, April 27. The ceremony is taking place at All Saints' Church, West Ham Lane. After the dedication and tea, an evening's entertainment has been arranged. Up to 500 are expected, and two bars and refreshment bar will be in operation.

Dances have been arranged for the third Saturday at the Cedars Drill Hall, April to July (inclusive), and the tickets are obtainable from F. Reid, 26 Greenwood Road, Hackney, E.8.

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## STABLE FINANCES at CHELTENHAM

THE CHELTENHAM Branch held its annual general meeting on Thursday, February 6, at our headquarters, the United Services Club, North Street, Cheltenham. The chairman, Shipmate Patrick in the presence of nearly 40 members welcomed our new member, namely Shipmate House an ex-R.N. diver who was given a warm welcome; this brings the total to 26 for the year. The following were elected for the year: vice-chairman, Cdr. Garwood; social secretary, Shipmate Lovesey; Committee, Messrs.

## SUCCESSFUL DANCE AT BOGNOR

ON SATURDAY, March 1, we held a most successful dance and social evening to which we were most happy to welcome shipmates from Havant and Littlehampton Branches also our friends from Toe H and the Association of Wrens. As this was our very first effort at a function on this scale we were delighted to have over 80 people present, also to be honoured with the presence of Admiral Sir Robert Burnett, G.B.E., K.C.B., D.S.O., LL.D., a national vice-president of the Association.

Our president, Cmdr. H. West, D.S.C., was unable to be with us on this festive occasion as he is still on holiday with his family in South Africa, but we look forward to his return next month and to hear of his journeyings including his visit to the Johannesburg Branch.

## NEW HONORARY MEMBER FOR READING

SUPERINTENDENT E. L. E. Hoyer-Millar, Director-Designate of the W.R.N.S., has been made an honorary member of the Reading branch of the R.N.A. The president, Lieut.-Cdr. J. F. Bumpstead, R.N.V.R., pinned on her badge in a surprise presentation at their 21st anniversary dinner.

The dinner, "sold-out" three weeks before the date in January, proved a very successful coming-of-age party. All three Services were represented, led by Admiral of the Fleet Sir Philip Vian; Air Vice-Marshal J. Cox, Senior Air Staff Officer, of Flying Training Command; and Major F. Myatt, commanding the Depot of the Royal Berkshire Regiment.

Four of the oldest shipmates of the branch were guests for the evening. Amongst the gathering were several founder-members.

### Telegram from the Queen

During dinner a "priority" telegram was received from the Queen at Sandringham. It was in response to a loyal message of greeting sent earlier and read:

"Please convey to the members of the Reading Branch, Royal Naval Association assembled for their 21st anniversary dinner at the George Hotel, the sincere thanks of the Queen for their kind and loyal message which Her Majesty, as Patron, greatly appreciates."

The president, when proposing a toast to The Royal and Merchant Navies, wished Superintendent Hoyer-Millar the best of luck in her important new duties at the Admiralty and said the branch would be glad to see her whenever she was in Reading.

Admiral Sir Philip Vian, responding, offered his congratulations to Superintendent Hoyer-Millar. He went on to pay tribute to the work of the Merchant Navy and said a tremendous debt was owed to them. It was well, he said, that they should remember the work of the Merchant Navy.

### Retirement Presentation

At the end of the dinner the chairman, Shipmate J. Gent referred to the retirement of Shipmate A. G. Sandall as honorary secretary after four years' service. He presented Shipmate Sandall with an inscribed tankard and Mrs. Sandall, an honorary member, with an inscribed compact, for so ably assisting her husband.

Five days later at the annual meeting Shipmate J. Gent was returned for a fifth year in office as chairman. New officers are: vice-chairman, Shipmate B. E. Taylor; treasurer, Shipmate M. N. Griffin; and secretary, Shipmate S. Seward.

Two new additional vice-presidents were elected: The Rev. R. A. Lowry, the branch padre, and Shipmate A. G. Sandall, retiring secretary.

Ryan, Powell, Edmunds and Salmon.

The chairman thanked all the members for their support during the past year. Then the secretary, Shipmate Taylor, gave a full report of the branch, which he said was not by any means easy and asked all members to pull together to keep the branch alive and successful. The treasurer, Shipmate Nottingham, then reported our financial state which he said was stable, but in these days of rising costs everything had to be watched to keep us on an even keel. The social secretary then said we had had a successful skittles match against the Americans, which does a great deal to promote Anglo-American friendship. Finally the chairman thanked the officers of the branch for their work and charged the members to back the officials' judgment and efforts.

### Social and Dance

A new member, Shipmate Semple, was duly introduced to our President, Capt. C. C. A. Allen at our last meeting.

Our new Social Secretary is getting into his stride, and among other functions he has arranged, a social and dance for May 16, at the Star Hotel. Our Welfare Officer, Shipmate Attwood, is pleased to say that there is nothing to report, but asks us to mention his address—96 Naunton Lane, in case his help is required.

Shipmates will have read with a certain amount of feeling the closing down of Royal Naval Barracks, Chatham, even if the only memories are of sleeping in hammocks in the tunnel.

## ANNUAL GENERAL MEETING AT HOUNSLOW

THE ONLY change in officers elected at the annual general meeting, on March 14 was Shipmate Garrod for Shipmate Dean as vice-chairman. Shipmate Daniels as secretary and Shipmate Pocock as welfare officer were both re-elected.

I regret to say that our chairman, Jim Brown, is still in hospital. Here's hoping, Jim, that when I read this article next month you will be well on the road to recovery; your shipmates miss you.

Plans are well in hand for our birthday dinner on May 10, who wants to join in "food, fun and frivolity"?

We were invited by the Brentford and Chiswick branch to darts on the 8th and had the pleasure of inviting them back on April 18 for them to get their revenge. In spite of the snow we had a very enjoyable evening.

I wonder if other branches find the lack of enthusiasm in the younger generation rejoining the R.N.A., I personally have approached several "could be" members, but all definitely say they will come along and that's that. What is the answer? We, like other branches, can always find room for more members, and although we advertise extensively I still hear remarks "never heard of the Association." Question arises, where is the publicity in the service?

## STANDARD PRESENTED TO ROSYTH & W. FYFE

A STANDARD to be dedicated on Sunday, April 20 at St. Peter's Church, Inverkeithing, was donated by Capt. W. W. Fitzroy, R.N., and presented by the Admiral Superintendent, Rear-Admiral W. Evershed, D.S.O., in the Colour Loft, H.M. Dockyard, Rosyth, on Tuesday March 4. The Admiral gave a very impressive address and then handed the standard over to the president, Cdr. D. E. G. Wemyss, D.S.O., D.S.C., R.N., who passed it to the chairman, Shipmate A. G. Hawser and on to the standard bearer Shipmate B. C. Billings, honorary secretary. There was a good company of officers, members, wives and Colour Loft staff, and the chairman thanked the Admiral and also for the splendid decorating by Shipmate J. Stewart and the Colour Loft staff and Mrs. Lewry, Shipmate Lewry's wife for the tassels. At the monthly meeting on Monday, March 10 the Rev. J. Johnson of St. Peter's Church was unanimously elected hon. chaplain and Mr. W. Reed, solicitor, honorary legal advisor. Honorary secretary Shipmate Billings relinquished post of standard bearer and Shipmate Whitwell was elected and Shipmates Cooke and Troone as escort.

## 'IN THE GROOVE' AT CHEAM AND WORCESTER PARK

THE BRANCH has been keeping up its steady income of new members, although I must admit we have lost one or two members who have previously joined, however, our very able secretary makes it his business to discover why these chaps leave, and does his utmost to bring them back.

With the future social programme the social secretary has cooked up, I can't think why anyone wants to leave!

We have a visit to TV studios to see Saturday Spectacular on April 5, West Ham Dedication on April 27, our Ladies' Dance on May 10, incidentally the branch have their last dance of the season on April 26, Branch Outing to the coast on Sunday, June 15, Thame Dedication on June 22 and plenty more to follow, so you can see we are enjoying a full social life.

In my next issue I hope to have a full report of our annual dinner and dance held on March 29.

The branch is just getting into the groove with the branch tournaments, we have added two more trophies for competition. We are very fortunate in having a good home at the Cheam Social Club where we are given every facility to develop these tournaments and entertain other branches.

At Cheam we find it rather a job to get replies back from other branches when we send out invitations, we do not expect every branch to accept but please do let us know if you cannot accept these invitations.

Well, shipmates, all for this time, remember, any time you feel like a visit we are always at home any Friday from 8 p.m.

## STEADY PROGRESS AT GOSPORT

I WOULD, first of all, like to thank the representatives of all branches who rallied round in support of our St. Valentine's social and dance and I think all who came along will agree that the evening was a great success. We were delighted to renew acquaintance with old shipmates and meet new ones. We are all in favour of such little get-togethers which give opportunities for getting out of the atmosphere built round one's own branch and always leave one with the feeling that so much can be gained by membership of the Association.

We are making steady, if slow, progress with our main hall and were very gratified and encouraged when, at a recent meeting, we had the great pleasure of a visit by Vice-Admiral T. B. Drew, C.B., C.V.O., O.B.E., who, after being shown round our Headquarters, congratulated the branch on its achievement and expressed great satisfaction at all he had seen and of the team spirit which had made it possible.

### New Branch Standard

We are planning for a bumper day on the occasion of the dedication of our new branch standard which has been fixed for Saturday, May 10, and a full programme of entertainment to suit all tastes has been arranged. All branches of the Association regardless of their Areas who would care to make the trip will be very welcome and no effort will be spared in making the trip worthwhile. We do of course, hope for a good backing from our own, No. 3 Area. Further details will be promulgated later.

We are very pleased to report that our new branch secretary, S./M. Churchman, who came to us from Nuneaton, has settled into his stride and has all his duties well under control.

Our next social and dance has been arranged for April 5, and again a cordial invitation is extended to all members in the vicinity to come along and share an enjoyable evening.

Cheer 'oh for now shipmates all and best wishes from Gosport.

### No. 3 AREA

Shipmate A. G. Legg, Vice-Chairman of the Association, hopes to attend the meeting of the Portsmouth Branch on Wednesday, April 16, when he will be pleased to answer questions, with particular reference to the finances of the Association. The Portsmouth Branch hopes that there will be a good attendance. Shipmates from other branches of the area are more than welcome to attend.

## 'TRAMP SUPPER' at GILLINGHAM

THIS IS an annual event of the branch, and carried out prior to the annual dinner being held next Saturday and I am informed that over 100 shipmates and guests will be present. For this function some 60 shipmates

## PRESENTATION TO BELFAST MEMBER

WARM TRIBUTE to his enthusiasm and work for the Royal Naval Association were mingled with heartfelt expressions of regret, when at the last monthly meeting of the Belfast branch Shipmate Lieut. P. W. Anderson, B.A., R.N.V.R., was presented with a suitably inscribed silver cigarette box. Our highly esteemed shipmate is leaving us to take up an appointment at Durham University, and we could not let him depart without some tangible token of "our high esteem, and appreciation of his invaluable services to the Belfast branch."

### Personality and Generosity

No one has done more for our branch, and it is due to his personality and generosity that the Belfast branch occupies the position it does today. At one critical period Shipmate Anderson prevented a "break" in the continuity of our commission—which we do not forget.

We feel that shipmates everywhere will share the delight with which we hailed the news that Shipmate Anderson has been made a vice-president of our Association. We congratulate him on this personal distinction and are very proud that our shipmate has been selected for this honour by the National Council.

May he and his family enjoy all good health and good fortune in his new sphere. May his days be as long as the hairs in the beard of Paddy McGinty's famous goat.

## JUNE FETE FOR WARWICK

BRANCH ACTIVITIES continue with the aim of not only improving finances but to keep interest alive and to bring to the local public the knowledge that we are an active body. At our recent dance held appropriately in the "Nelson" Hall, we engaged the R.M. Dance Band from our only local Naval establishment H.M.S. Gamecock. Unfortunately this is to become a thing of the past but we feel sure we shall be able to keep alive the Naval spirit even if we are cut off from the sea. The dance was quite a success and we hope to hold four dances a year and our next one will probably take place towards the end of April. Arrangements are in full swing for a fete being organised in conjunction with our local football club to be held on June 28. Our own fete stalls will be frequently used this summer and where the cause is something special we loan them free and also man them. One such cause is the "League of Friends of Warwick Hospital" who are doing such good work. Our "Ladies Section" are also active and have successfully held a jumble sale recently and then followed up by entertaining our branch at a social evening entirely organised and financed by themselves for which we are most grateful. One surprising event at this social was the birthday cake presented to our honorary secretary, number of candles not disclosed, but nonetheless appreciated. Preparations are also being made in readiness for the annual reunion when we hope to find even more members than ever taking advantage of this grand occasion.

## A GOOD PARTY AT DORKING

THE FOURTH annual dinner of the branch was held at the Watermill Roadhouse on Friday, March 14. The guests for the evening included the past president of the branch, Rear-Admiral J. D. N. Ham, C.B., R.N. and Mrs. Ham, also the chairman of Number 2 Area Shipmate Gower, with various members of the local council, press, police. A good party enjoyed the meal, speeches, and after, the dancing not forgetting the bar. Following on the "heels" of this event the branch are holding a series of dances, including Whit-Saturday (May 24), at the Oddfellows Hall, Dorking, any visiting shipmates in the area, we will be glad to see come along and enjoy themselves.

All the best, shipmates.

with their midshipmaids and sprogs were present for what was a grand affair, what fun was had by all. The hall was decorated with bare tables, no trimmings except for "empty" beer bottles with a candle planted on top. At the stroke of 2030 hours the grub arrived fish and chips wrapped up in the table cloth which showed someone or something on it, remarks about ladies' figures, etc. were made. The ship was then darkened and the glow of the candles revealed a bunch of Oboes, etc., digging in, no cutlery was allowed and you would really have thought the way the lads, lasses and sprogs dug in that they had not eaten for a week.

Rear-Admiral Duncan, C.B., D.S.O., our vice-chairman was present and believe me he was not only a well dressed tramp but also a grand entertainer, his Alto-Wester with the mannerisms was grand, he told me that Shipmate Goodere had informed him if he did not dress up he would have to pay sixpence, which he said, being hard up, left him no alternative.

A gang of well dressed tramps took their fish and chips in open air style on the floor.

Prizes for the well dressed tramps and trappesses were presented by the Admiral, Shipmate Mike Keir, 1st Prize; Midshipmaid Mrs. Keir, 1st Prize; Sprog Peter Fowler, 1st Prize; Sprog Susie Fowler, 1st Prize. A really jolly evening to which all contributed. Our president thanked all who had contributed to the evening's enjoyment with a special mention to the ladies who had worked so hard. One mention, we were all glad to see Shipmate Royalle and his good lady back to duty.

## 'OPEN HOUSE' AT PORTSMOUTH

WITH THE coming of Easter there begins the season of "Open House" for visitors to Pitt Street. Already we have entered dates for Lewisham and Eastleigh branches and several more are pending. We look forward to these visits and all are welcome but do please let have your requests a few weeks in advance so that we can fit in with our entertainment programme.

The R.N.A. Players scored another resounding success with the pantomime "Aladdin." This was an all-Pitt Street effort, not only the artistes but scripts, costumes, scenery, lighting and orchestra. We feel sure the tremendous pleasure this show brought to so many must have repaid all concerned for the weeks of rehearsal by the players and the hard labour by the back room boys—everything went without a hitch.

After three performances for the members, guests and children we followed our usual practice and invited all the kindred ex-Service associations to be our guests at a special show for their benefit, the response was terrific but we coped. The final showing was for the old folk at Purbrook who seem now to be regular members of the R.N.A. fan club.

We had a number of requests from other parties to stage the show for them but willing as the company are to entertain anyone it requires a tremendous dog watch evolution (and not a little expense) to shift the scenery and props and as we all have to work for our living in our spare time it was found to be too much.

The next item on the list will be the Easter Parade and as usual the social committee are making preparations for another big night. Fancy dress, Easter bonnet or just plain night clothing it doesn't matter so long as you all have a good time.

## HAVANT'S VISIT TO PORTSMOUTH

SHIPMATES OF Havant branch were very pleased to hear at their meeting on March 4 that their delegate, Shipmate C. J. Snow, had been re-elected to the Area Council. They were also glad to hear that there is to be a No. 3 Area rally during May this year. The branch welfare officer had been successful in helping shipmates to find suitable employment and was able to report that there was good news of the branch Padre, who was in hospital. Shipmate Venus has since been discharged from hospital and is on duty again in Havant.

Two days after the meeting a party of them went to Portsmouth and were guests of the Association's branch there. They very much enjoyed their hosts' production of "Aladdin" and the other hospitality they received on this happy occasion.



# SPORT AT HOME AND ABROAD

## HOME FLEET HOCKEY

SOME EXCELLENT hockey was enjoyed during the cruise; the standard varying considerably between the islands.

The only representative game possible was in Bermuda. Here a Home Fleet side, strong on paper, lost to the Bermuda Hockey Association by the odd goal in a close game. It is wishful to think that the result might have been different had the game not been played the day after the Hockey Challenge Cup Final on an island which was brimming over with hospitality. If only players would select the middle ball to hit!!

Comparisons between island standards are difficult to assess in a short visit. One felt that Trinidad with its large Indian population led the field.

Barbados and Bermuda representative sides would probably be of equal standards, though the future prospects in Barbados are much better.

The main-ground in Bermuda is the R.N. Cricket Ground and with the closing down of the Naval shore facilities in Bermuda this pitch is now sub-standard. A great handicap to the future of hockey in Bermuda.

Jamaica appears to have taken the game up seriously only in the past few years. Particular enthusiasm exists in the new University College of the West Indies. (What a delightful location for a university and what a potentiality for the future of sport in general in the West Indies.)

The standard of umpiring encountered was good throughout, including an excellent lady umpire in Jamaica.

## HOME FLEET AT HALIFAX, N.S.

AFTER COMBINED exercises with the Royal Canadian Navy, the two Fleets berthed at Halifax on Friday, March 14 to compete against each other in various sporting activities. Unfortunately owing to the adverse weather conditions the programme was somewhat curtailed. But the following events were held: basketball, water polo and boxing.

In the water polo match against the Royal Canadian Navy Base, the Fleet are to be congratulated on the convincing win 6-3. A.B. James, Ceylon, scored four of the goals.

In the basketball match against the Y.M.C.A. the Fleet held their own up to half-time, the score being Y.M.C.A. 19, Home Fleet 12, but the superior fitness of their opponents came out on top in the second half and they won 53 points to 24 points.

In the boxing, R.N. and 2 R.C.N. boxers combined against the local Canadian Army which was a tremendous success and the R.N./R.C.N. won 7 bouts to 6. Their efforts were summed up in the local newspaper: "Boxers of the Eastern Command preparing for the Army Final in Vancouver next month, found gladiators of the Royal Navy tough opposition at the Windsor Park drill hall Saturday night."

## SPRING CRUISE SPORTING EVENTS

THE HOME Fleet visited Bermuda on March 3 till March 10, 1958. Besides the Fleet competitions already arranged—soccer, King's Cup Knock-out; hockey, Challenge Cup Knock-out; fencing, Royal Tournament Phase II—a very heavy programme of sporting activities had been arranged against civilian clubs.

These fixtures included The Fleet versus Bermuda in soccer, hockey, rugby, boxing, water polo and cricket. Individual ships against civilian clubs—soccer, hockey, water polo and rugby.

One of the features of the programme was that, on Sunday, March 9, 11 ships turned out sides to play clubs in soccer. The Fleet Royal

Marines held their soccer final, and The Fleet played Bermuda at hockey and cricket; also a dinghy race against the Royal Canadian Navy was held.

Of all the individual efforts one could write about, H.M.S. Bulwark must take pride of place in winning the Hockey Challenge Cup, Soccer King's Cup and Royal Marines Soccer Competition.

### Royal Tournament Phase II—Home Fleet

Foil: P.O. Rawlings (Dainty).  
Sabre: Lieut. Berlyn (Bulwark).  
Epee: Lieut. Berlyn (Bulwark).

### Boxing—Winners

Fly Weight: A.B. Mason (Bulwark).  
Light Weight: Ord. Tel. Pheby (Ceylon).

Light Welter Weight: A.B. Ashcroft (Ceylon); Tel. Gornham (Bulwark).

Welter Weight: A.B. Bailey (Ceylon); N.A. Squires (Ceylon); E.M. Burns (Camperdown); B. Ward (Bermuda A.A.); M.E. Gray (Bulwark).

Light Middle Weight: M.E. Swift (Bulwark).

Middle Weight: K. Simmons (Bermuda A.A.).

Heavy Weight: N.A. Dix (Bulwark).

## RUGBY IN BERMUDA

UNDER FLOODLIGHTS, the Home Fleet met the Pick of Bermuda, and a thoroughly entertaining and enjoyable match resulted. The Bermuda side, chosen from the two clubs in the island, showed that they have learned well, not only the laws, but also the spirit of the game.

It was evident, early in the game, that the Navy were suffering from lack of practice and too many good runs ashore in the West Indies ports. In the end, however, experience told. A draw (one goal one try apiece) was a fair reflection on the run of play, the Navy coming from behind in the second half to make the score even.

The general view was that this was the best game seen in the island during the 1957/8 season. Certainly from the spectators' view it was well worth braving a chilly evening to see it.

## GOLF

DURING THE cruise a number of matches were played by H.M. Ships Maidstone, Bulwark and Bermuda against teams in Jamaica, Bermuda and Trinidad; but the high-light was the Fleet game played against the Mid-Ocean Club in Bermuda.

The Fleet was given the hospitality of the club house and courtesy of the course of this famous club, which ranks among the first ten in the world; a privilege which was most appreciated.

The team of 16, including the Commander-in-Chief, the Chief of Staff and the Captain of the Fleet, were drawn from six ships.

The team were entertained to lunch prior to the match. Although only managing to halve two of the eight matches, a most enjoyable time was had trying to play this magnificent course.

After the match the crests of the various ships taking part in the game were presented to the Club.

## H.M.S. Dolphin Wins Portsmouth Command Inter-Establishment Squash

H.M.S. DOLPHIN won the Portsmouth Command Inter-Establishment squash rackets contest by defeating the Sub-Lieutenants' team 3-2 in a very close and exciting final, played on the courts at the Nuffield Club. The Dolphin team consisted of Lieut. Broomfield, Lieut.-Cdr. Hamlyn, Instr.-Lieut.-Cdr. Rogers, Surg.-Lieut. Fulford and Lieut. Stanhope.

## HOME FLEET SAILING REGATTA

IN VIEW of the good conditions for sailing and the number of ships which would be present it was decided to hold the 1958 Home Fleet Sailing Regatta during the Spring Cruise to the West Indies instead of during the Summer Cruise.

The venue was the island of Bequia, in the Windward group of islands near St. Vincent, at the time of the Fleet Assembly. Ships present were Maidstone, Bulwark, Ceylon, Bermuda, Daring, Dainty, Delight, Camperdown, Barfleur and the R.F.A.s. Tidereach and Olua.

### Conditions Ideal

Racing took place on Monday, February 17, and the conditions for it were ideal.

The day's racing started with the Bradford Cup (officers' dinghies) at 0930 and the Ewart Cup (ratings' whalers) at 0940, both races being conducted by H.M.S. Bermuda.

### Bradford Cup

1. Lieut.-Cdr. Byers, H.M.S. Delight.
2. Cdr. Ingham, H.M.S. Ceylon.
3. Lieut. Turner, H.M.S. Maidstone.

### Ewart Cup

1. Supt. Kitchingham, H.M.S. Delight.
2. L./Sea. Edwards, H.M.S. Ceylon.
3. O.A. Donald, H.M.S. Maidstone.

In the afternoon, racing started at 1430 with the Rawson Bowl (ratings' dinghies) and at 1440 with the Hornby Cup (officers' whalers).

### Rawson Bowl

1. Supt. Attfield, H.M.S. Ceylon.
2. Wtr. Stephens, H.M.S. Bermuda.
3. L./Sea. Greenwood, H.M.S. Delight.

### Hornby Cup

1. Lieut.-Cdr. George, H.M.S. Delight.
2. Sub-Lieut. Randles, H.M.S. Bermuda.
3. Cdr. Lloyd, H.M.S. Maidstone.

On completion of racing, the Commander-in-Chief, Home Fleet, Admiral Sir William Davis, met the winning crews on the quarterdeck of the flagship and presented the trophies to them. H.M.S. Delight was quite outstanding in the regatta, obtaining three firsts and a third place. H.M.S. Ceylon also performed very well indeed.

## CROSS COUNTRY

### Inter-Service Championships

THE INTER-SERVICE cross-country championships took place over a new course at Crookham, near Aldershot, on Friday, March 14, 1958.

The King George V Challenge Trophy was won by the Royal Air Force for the eighth successive year. A feature of their strength was that they had the first four men past the post and their six runners to count were in the first eight places. The total points gained by the winners were 25. The Army were second in the team race and the Royal Navy third.

E.A. Joyce (Abbotsinch) was the first man of the Navy team, to finish in sixth place.

### R.N. Championships

The Royal Navy cross-country championships were run at Dartmouth on Tuesday, March 4, 1958.

Home Air Command retained the championship with 31 points followed by Portsmouth Command with 56 points.

## ROAD RACING

### R.N. Long Distance Race

THE R.N. Long Distance Road Race, held in conjunction with the Chichester to Portsmouth Road Race organised by the Portsmouth Athletic Club is being run on May 10, 1958.

### Entry Forms

Entries can be accepted from officers and ratings but must be made on A.A.A. entry forms and accompanied by a three shilling postal order.

Entries can be accepted up to April 21, and should be forwarded to Hon. Secretary, Royal Navy Amateur Athletic Association, R.N. School of P.T., Portsmouth.

## CHEVIOT'S LIGHT HORSE



DURING A recent visit to North Borneo, H.M.S. Cheviot anchored in a little-visited bay, which enabled officers and ship's company to visit Kota Belud. Kota Belud is the main market for the surrounding areas, which consist of rolling grasslands, and horses are one of the main means of transport.

H.M.S. Cheviot landed 65 officers and men, who were provided with

horses, all gladly lent by the natives themselves. After visiting the local market, a display of tent-pegging and polo was put on by the inhabitants. Needless to say, the party from Cheviot afterwards tried to emulate these activities with varying success, and provided much amusement to the large crowd.

The photograph shows some of the party on their horses.

## NAVY HOCKEY CUP FINAL

R.N.A.S. Cudrose, 2;  
H.M.S. Ariel, 0

TWO AIR Command teams who had never before won this competition played off on Wednesday, March 19, on the R.M. ground Eastney. The ground was in perfect condition and the weather kind. Both teams were evenly matched, Ariel having enjoyed a very successful season and Cudrose, although tucked away in Cornwall, have a reputation for good team spirit wherever they compete. Indeed they had been finalists two years back. From the start it was cup-tie hockey, first time hitting, cut and thrust but little cohesive movement. Ten minutes after the start Lieut. Bushe scored the vital first goal and a good one it was. Cudrose began to settle down and their strength was reflected in their half back line. Ariel's forwards were not getting the passes, nor were they going back in search of the ball. The fact is Ariel were stereotype and sound but they had not got a match winner. Whether it was wise to leave

out a player of the calibre of E.M. Wellington on such an occasion is open to doubt.

Half time came without further score and it was anybody's game but there was more thrust with Cudrose and they were quicker on the ball. C.P.O. Swift was playing an excellent game as befits one who has so often played well for the Navy and the Ariel goalkeeper was tested on several occasions and made several good saves.

But the pressure was on and after a corner the ball came loose to Swift who scored with a good flick. This was the end. Ariel never gave up trying but thereafter they never looked like recovering.

Vice-Admiral G. Thistleton Smith, C.B.E., G.M., president of the R.N.H.A., presented the cup on conclusion of the match. It had moved from Devon to Cornwall, H.M.S. Drake being the holders.

### Inter-Service Fixtures

Wednesday, April 9, at Portsmouth—Royal Navy v. The Army.

## HOSPITALITY IN WEST INDIES



Bulwark's helicopter over Grenada

ACCORDING TO accounts received from H.M.S. Bulwark, the Home Fleet has been experiencing wonderful hospitality from the people of West Indies. Fly-pasts have taken place over Grenada, Jamaica and Bermuda. When Bulwark entered the harbour of St. George, Grenada, it was obvious that Ceylon, who was already anchored there, had advertised the coming of Bulwark. The waterfront, the ruins of Fort George and all the vantage points on the hills about the town were massed with people. Sea Hawks, Venoms, Skyriders, flew past in formation over the town.

Bulwark joined the Home Fleet, which, in company, was anchored off Bequia. Ships present were Maidstone (C-in-C., Home Fleet), Ceylon (F.O.F.H.), Bermuda, Daring, Delight, Dainty, Camperdown, Barfleur and the R.F.A.s. Alna and Tidereach. Banyan parties were landed and, despite foul weather, which restricted boat work, many were able to take advantage of the lovely beaches of the island.

There was a week of intensive social activity in front of Bermuda when she anchored in Kingston Harbour, Jamaica. After the visit it was found that a total of 996 outings had been laid on for the sailors and a proportionate number for the Wardroom. Outings included swimming parties, dances, drives by private car, bus trips, horse and mule racing, brewery visits

and visits to the sugar sites, the activities taking place not only in Kingston, but as far away as the north coast of Jamaica.

When Bermuda left Jamaica the general opinion in the ship was that the visit would be long remembered as a highlight of the commission.

A week later Bulwark arrived at Bermuda and a fly-past over the island in company with planes from H.M.C.S. Bonaventure took place. The weather was not too good at Bermuda for Bulwark's visit, but it was half-way house to Halifax, Nova Scotia, where undoubtedly the cold would really be felt.

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# HOME AIR COMMAND SPORTS NEWS

## ASSOCIATION FOOTBALL

### INTER-COMMAND CUP—SEMI-FINAL

THE INTER-Command Cup (Semi-Final) match versus Plymouth Command was played at Home Park, Plymouth on Wednesday, February 19, 1958.

In the opening minutes of the game it was evident that both teams were experiencing the usual Cup Tie nerves but, as the game progressed, the Air Command team gradually dictated the style of play.

The final score was Air Command 4, Plymouth Command 1.

### HOME AIR COMMAND v. PEGASUS

Air Command with five reserves called in to play, owing to last minute injuries, narrowly failed to hold Pegasus in a match played at Oxford on Saturday, March 15. The only goal was scored by Pegasus after four minutes.

They took command of the opening phase but poor finishing spoilt their good approach work.

Second half honours certainly went to Air Command. In the final assault, in the last minute, Willott hit the post with an oblique shot; from the rebound Hack headed down only to see the goalkeeper scramble it away. Pegasus were fortunate to survive this friendly game which augurs well for the Inter-Command Cup Final Tie.

## RUGBY FOOTBALL

THE ANNUAL General Meeting of the Home Air Command Rugby Union was held at Queen Anne's Mansions on February 28 at which the following officers were elected for next season:

**Chairman and Selector:** Capt. D. B. Law, M.B.E., D.S.C., R.N.A.S., Yeovil.

**Hon. Secretary:** Lieut.-Cdr. S. Leonard, M.B.E., R.N.A.S. Brawdy.

**Members to serve on R.N.R.U. Committee:** Lieut.-Cdr. S. Leonard, M.B.E., R.N.A.S. Brawdy, Lieut. R. Lawrence, R.N.A.S. Bramcote.

The following fixtures were approved for the season 1958/59:

Saturday, October 18.—H.A.C. v. R.N. College, Dartmouth, at Dartmouth.

Tuesday, November 18.—H.A.C. v. R.M. Corps at Eastney.

Wednesday, December 3.—H.A.C. v. U.S. Portsmouth at Portsmouth.

Wednesday, January 21.—H.A.C. v. Devonport Services at Devonport.

Saturday, February 28.—H.A.C. v. London Scottish at Richmond.

## HOCKEY

THE ANNUAL General Meeting of the Home Air Command Hockey Association was held in R.N.A.S. Lee-on-Solent, March 7.

All the present officers were re-elected for the coming season, viz.:

**Chairman:** Capt. A. F. Black, D.S.C., R.N.A.S., Lee-on-Solent.

**Hon. Secretary:** Lieut.-Cdr. N. Fitzgerald, R.N.A.S., Lossiemouth.

**Team Manager:** C.P.O. G. F. Ward, R.N.A.S., Lee-on-Solent.

**Hon. Secretary H.A.C. Umpires Association:** Lieut.-Cdr. N. H. R. Loughlin, R.N.A.S., Lee-on-Solent.

**R.N.H.A. Representatives:** Lieut. Cdr. N. Fitzgerald, R.N.A.S., Lossiemouth, C.P.O. G. F. Ward, R.N.A.S., Lee-on-Solent.

Fixtures for the coming season have now been confirmed and are as follows:

Sunday, November 16.—Bournemouth H.C.

Monday, November 17.—Hampshire H.C.

Tuesday, November 18.—Sussex.

Wednesday, November 19.—Havant H.C.

Thursday, November 20.—Dorset.

Saturday, November 22.—Portsmouth Command.

Sunday, November 23.—Air/Portsmouth v. Royal Artillery.

## CROSS-COUNTRY

### HOME AIR COMMAND CHAMPIONSHIPS

H.M.S. ARIEL won the Home Air Command Cross-Country Championships, held on Tuesday, February 25, in bitter weather conditions at Worthy Down, for the fifth consecutive time. It was a race which no competitor is likely to forget for it is doubtful if any will ever compete in such severe conditions again.

One who seemed least affected by the Arctic blizzard was E.A.2 Joyce

who was quickly into the lead from P.O.R.E.1. Morehead, the former champion, Joyce had no serious challenge from the field which was wallowing in his wake. R.E.M. McFadzean, who was very sensibly well greased from head to toe, chased the eventual winner after the first mile of the six and a quarter miles course.

### R.N. INTER-COMMAND CHAMPIONSHIPS

The Home Air Command Cross-Country team won the Royal Navy Cross-Country Championships by a clear margin of 25 points from Portsmouth Command at the Britannia Royal Naval College, Dartmouth, on Tuesday, March 4, 1958.

The Air Command had all their first six runners to count in the first nine places, and their winning total was 31 points, one more than the record by Portsmouth in 1952.

Trevor Joyce, the holder, ran a superbly judged race to retain his individual title, winning by over 500 yards from P.O. Haskell of Portsmouth Command. Joyce's winning time for the five and a half mile course was 33 minutes 35 seconds, very good running on a course which was extremely hilly and muddy.

## SQUASH

OF THE comparatively large total entries for the Home Air Command Squash Championships, 1958, only two, Capt. Black and Inst.-Lieut. Walker, had taken part in the previous year's championships.

After some excellent first and second round matches, Lieut. Knowles (Linton-on-Ouse), Surg. Capt. Curjel (Lee-on-Solent), Inst.-Lieut. Walker (Ford) and Lieut. Mather (Fleetlands), remained as semi-finalists. Knowles and Mather both won 3-1 and in a very close final, Mather, after losing the first game 9-10, fought hard at the crucial points to win the next three games and the championship.

## BASKETBALL

R.N. AIR Station, Ford, were worthy representatives of the Home Air Command, in the Inter-Command Championships, held at R.N. School of P.T. in February. To represent the Command they beat Lee-on-Solent 28-19, R.N. Air Station, Culdrose 37-35, and R.N. Air Station, Bramcote 37-30. These conquests brought them the H.A.C. Trophy for the first time and, what is all the more in their favour, all these matches had to be played on their opponent's home court since Ford does not boast a court of its own.

In the semi-final of the Inter-Command Championships, Ford pulled off a surprise win over R.N. Engineering College, the Plymouth Command representatives. However, in the final, they lost their team captain and star, A.A.2 Jones, half way through the game. This rather upset the Ford attack and Collingwood pressed home their advantage to win for the Portsmouth Command.

## FENCING

IN THE past month the Navy and Command fencing teams have had great success in their fencing fixtures. The results have shown that the Senior Service can more than hold its own in this field of sport.

The three most important R.N. matches, have been those with Surrey County, London Polytechnic, and Devon County.

### RESULTS

#### Royal Navy v. Surrey County

This match, held at the Vickers-Armstrongs Sports and Social Club, resulted in a most convincing win by the Royal Navy, by 20 bouts to 7.

#### Royal Navy v. London Polytechnic

Against strong opposition, the Royal Navy did well to keep the result of this match close enough to be more than satisfactory, losing only by 15 bouts to 12.

#### Royal Navy v. Devon County

This match proved to be a very enjoyable one, both from the fencing and social points of view. The overall result was a win for the Navy by 17 bouts to 10.

#### Portsmouth Command

In their match against R.M.A. Sandhurst, held in the R.N. Barracks at Portsmouth, the Command team did well to win by a clear margin, against a Sandhurst team that fought very well indeed. The overall result was 17 bouts to Portsmouth Command and 10 bouts to Sandhurst.

(Continued at foot of column 3)

## NORE COMMAND SPORTS NEWS

### Boxing

THIS YEAR has been rather a thin one for boxing talent due to the closing down of the electrical and gunnery schools. This coupled with drafting has made composition of teams rather a headache.

We managed to have our annual fixture with Tottenham B.C. home and away. Nore Command won the home show by six bouts to three but lost the away match by eight bouts to five.

### Basketball

Royal Naval Barracks are in the Medway Area Basketball League and play a home game at 1915 every Monday. We are holding our own but would welcome more newcomers. On Tuesday, February 18 the R.N. Barracks played H.M.S. Caledonia, R.M. Deal, and P.R.O.R.M., which resulted in R.N.E. becoming the Nore Command champions for 1958.

### Fencing

The response this year has been most encouraging. A number of new faces have appeared. There is still room for more beginners. Why not come along and arrange a lesson with Leading Seaman Davies, P.T.I.

### Rugby

#### United Services (Chatham) R.F.C.

Owing to a variety of reasons the club has been unable to field a settled first fifteen and has not always enjoyed the best of luck.

Whatever the result, however, the team has always played open rugby and thrown the ball about in the way which the spectators appreciate.

The Naval representation has been smaller than in previous seasons. Two regular members are E.R.A.4 Bigland on the left wing and O.A.4 Webb in the middle row of the pack.

The lower teams have a fair proportion of Naval players and the extra "A" side have had a most successful season as at present they have lost only two games in 17 played.

#### R.N. Chatham R.F.C.

This "Wednesday" team has enjoyed a good season with excellent team spirit and a reliable nucleus of players. Drafting has made the usual inroads on the playing strength, but we look forward to fielding a strong side in the annual United Services' (Chatham) seven-a-side tournament to be held on April 19, 1958.

### Cross-Country

The cross-country season started off very well. There were track-suited figures nipping out on to St. Mary's Island at all hours during the dog watches. Most of them, it is suspected, were herded away from their desk by chief writers or stores chiefs. Friendly, of course. At least there were no visible scenes of violence. As can be seen it paid handsome dividends in the barracks championships.

The barracks championships sported six field gun crew teams. There were 133 starters, all of whom seemed set on breaking the course record.

First home was L./Wtr. Lanning with A.B. Morgan and E.R.A. Fraser-Stansbie hard on his heels, and the winning team was the S. and S. division, with the Reserve Fleet and the field gun runners-up.

### FENCING—(contd. from col. 2)

#### R.N. v. Devon County

A match against Devon County was held in R.N. Barracks, Devonport on March 1, and resulted in a victory for the Royal Navy by 17 victories to 10.

#### R.N. v. Civil Service

In a match against the Civil Service Fencing Union at Portsmouth on March 21, the Royal Navy lost by 13 victories to 14.

The next match is against Surrey County in the Gymnasium, R.N. School of P.T., Portsmouth, on April 5.

#### Royal Tournament

Phase III (Service championships) of the Royal Tournament is being held as follows:

Royal Navy—April 29 to May 1, in R.N. School of P.T.

Royal Marines—April 22 and 23 at R.M. Barracks, Eastney.

#### Inter-Services Triangular match

The annual triangular match between the Royal Navy, Army and Royal Air Force is being held in R.M. Barracks, Eastney, on May 14. The Women's Services also participate in a Ladies' Foil match.

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